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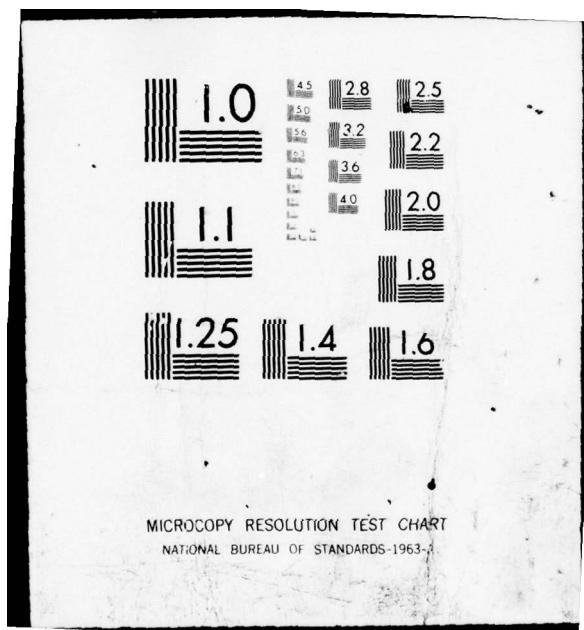
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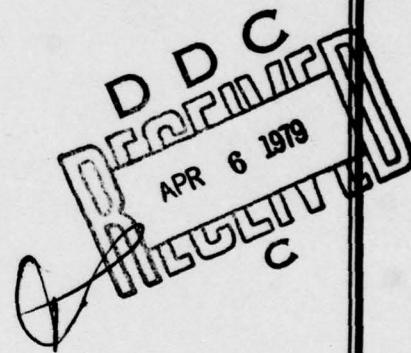
HEALTH SYSTEMS STATISTICS AND EVALUATION
DIVISION NOTE

HSSEDN 79-3

SCHEDULE FOR THE
AUTOMATIC CART TRANSPORTATION SYSTEM
AT
WILFORD HALL MEDICAL CENTER

February 1979

John J. Crawford, Ph.D.
Roberta G. Carlisle, M.S.



Approved by
P. W. Blackmon, Division Manager

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I. INTRODUCTION

Wilford Hall Medical Center (WHMC), Lackland Air Force Base, San Antonio, Texas, will implement an Automatic Cart Transportation System (ACTS)* in 1979 to support delivery of food and materiel within the hospital. The system has been designed to meet WHMC's requirements for delivery of food and materiel carts. To coordinate the use of the ACTS, the various hospital services that send and receive carts will utilize a schedule. Such a schedule must satisfy the operating requirements of those hospital services and must use ACTS resources efficiently as well.

This report presents the results of an effort to develop the required schedule. The report provides a possible schedule for daily deliveries, assuming that the same schedule of routine dispatches will be used each day of the week. The schedule includes only routine dispatches that are subject to scheduling, for example, delivery of meal carts. It does not include unpredictable dispatches such as return of soiled surgical case carts.

The body of the report includes three major sections, and there are six annexes. Section II describes the ACTS and its capabilities. Section III describes the way the hospital services involved will use the ACTS. The use of ACTS, as described in Section III, served as a basis for developing the schedule. Section IV describes the schedule and the computer model of the ACTS that was used in its development. Annex A describes the duties of the cart-delivery

*Automatic Cart Transportation System (ACTS) is a registered trademark of ACCO, the American Chain and Cable Company, Inc.

technicians who will receive and dispatch carts in the user areas. Annex B explains the codes that appear in the computer-generated reports and describes the schedules and other kinds of reports that are provided. The remaining annexes contain the schedules and reports.

II. DESCRIPTION OF THE AUTOMATIC CART TRANSPORTATION SYSTEM (ACTS)

Four kinds of elements comprise the ACTS: carts, cart carriers, an overhead rail system, and lifts. The various kinds of hospital materials are loaded on carts for transfer. Cart carriers support these carts as they travel along the overhead rail system and into the lifts. The overhead rail system is located on the basement (B) and sub-basement (S) levels. It links the basement processing areas of Food Service, Medical Materiel (including Processed Supplies, Linen, Bulk Supplies, Medical Equipment, and Decontamination), Pharmacy, and Sterile Supplies with one another and with the lifts. The lifts connect the rail system to the user areas (inpatient nursing units on floors 1 through 9 of the patient tower, clinics on floors B, 1, and 2 of the clinic area, Intensive Care on floor 2, and the Operating Rooms, also on floor 2).

A. Carts and Cart Carriers

The system can employ four kinds of carts: dietary carts, general purpose carts, surgical case carts, and pharmacy carts. Each cart carrier can support one general purpose cart or one pharmacy cart. A carrier can support two dietary carts or two surgical case carts in tandem, or it can support these carts individually. A carrier and its load move through the system in the same way, whether the load is an individual cart or a tandem set of carts. For this reason, we will use the word "cart" to refer to both types of loads in the discussions that follow.

B. Overhead Rail System

The overhead rail system includes two kinds of rails: chain-driven "power-flex rails"/* and gravity-driven "free rails." Uniformly spaced pendants pull carriers along the power-flex rails. The power-flex rails transport carriers and carts over major parts of a trip from source to destination. Free rails are used in areas such as loading areas as well as in queues at lifts and transfers from one power-flex rail to another.

C. Lifts

The system includes ten lifts that are designated by the letters A-K, except I. Each lift serves certain floors and has a specific mission. For example, lifts may be designated for use only in returning items from user to processing areas, in transporting a certain kind of cart, and in handling clean items. Table 1 lists the lifts included in the system, shows the floors each lift services, and describes the mission of each lift.

D. Role of Personnel in User and Processing Areas

The ACTS is designed to operate with minimal human assistance. When dispatching carts, personnel in the user and processing areas will be required to code carts manually (using control units in the dispatch area) according to their destinations and to position them properly for transportation by a lift or the rail system. Upon arrival of a cart at its destination, personnel must remove the cart from the rail system or from the position in which it has been left by a lift.

*Power-flex rail is a registered trademark of ACCO, the American Chain and Cable Company, Inc.

TABLE 1
LIFT ACTIVITY AT WHMC

| Lift | Floors Serviced | | Mission |
|------|-----------------|------------|--|
| | Loading | Unloading | |
| A | S, 1-9 | S, B | Soiled return |
| B | S, 1-9 | S, B | Soiled return |
| C | S, B, 1-9* | S, B, 1-9 | Clean dispatch to patient tower; clean dispatch/return between basement and subbasement |
| D | S, B, 1-9* | S, B, 1-9 | Clean dispatch to patient tower; clean dispatch/return between basement and subbasement |
| E | B, 1-9 | S, B, 1-9 | Clean return from patient tower; backup dispatch from basement in case lifts C and D are overloaded (that is, the queues in front of lifts C and D on the basement level are full) |
| F | S, B, 1, 2 | S, B, 1, 2 | Clean dispatch to/from clinics |
| G | B, 1, 2 | S | Soiled return from clinics |
| H | S, B | S, B | Clean/soiled moving of dietary carts |
| J | B, 2 | B, 2 | Clean supply/return between basement and ICU |
| K | S, B, 2 | S, B, 2 | Clean supply/return to and from OR; clean supply/return of Pharmacy carts |

*Lifts C and D are capable of picking up carts on floors 1-9 but will not be used for this purpose because they could interfere with arriving carts.

On user floors, there is no automatic transportation of carts after their arrival on the floor via a lift. On these floors cart-delivery technicians must manually push the carts between the lift area and the several user areas on the floor.

E. Cart Paths

Each user area is linked to each processing area by a designated sequence of overhead rail segments and lifts. Figures 1 through 4 illustrate the paths linking user areas with Food Service, Medical Materiel areas, Decontamination, and Pharmacy, respectively. For example, Figure 2 shows that clean Medical Materiel carts en route to the clinics from processing areas on the basement travel first via overhead rail on the basement. Next, they descend to the sub-basement via lifts C and D and travel on the rail system to lift F. Lift F takes them to the clinic areas on the basement, first, and second floors.

F. Special Features That Affect Cart Scheduling

There are several special features of the ACTS that can affect the development and proper operation of a cart schedule. These features were incorporated in the computer model of the ACTS that was used to formulate the schedule (see Section IV of this report) and are described in the following list:

- A cart arriving on the rail system at lifts F, G, H, J, or K is recirculated when the queue in front of the lift is full; that is, it continues on the rail system until it can again attempt to enter the queue.
- On the sub-basement level, a cart arriving at lift C is automatically channeled to lift D when the lift C queue is full. If the lift D queue is full, the cart is recirculated.

Figure 1
DIETARY CART FLOW
FROM/TO FOOD SERVICE

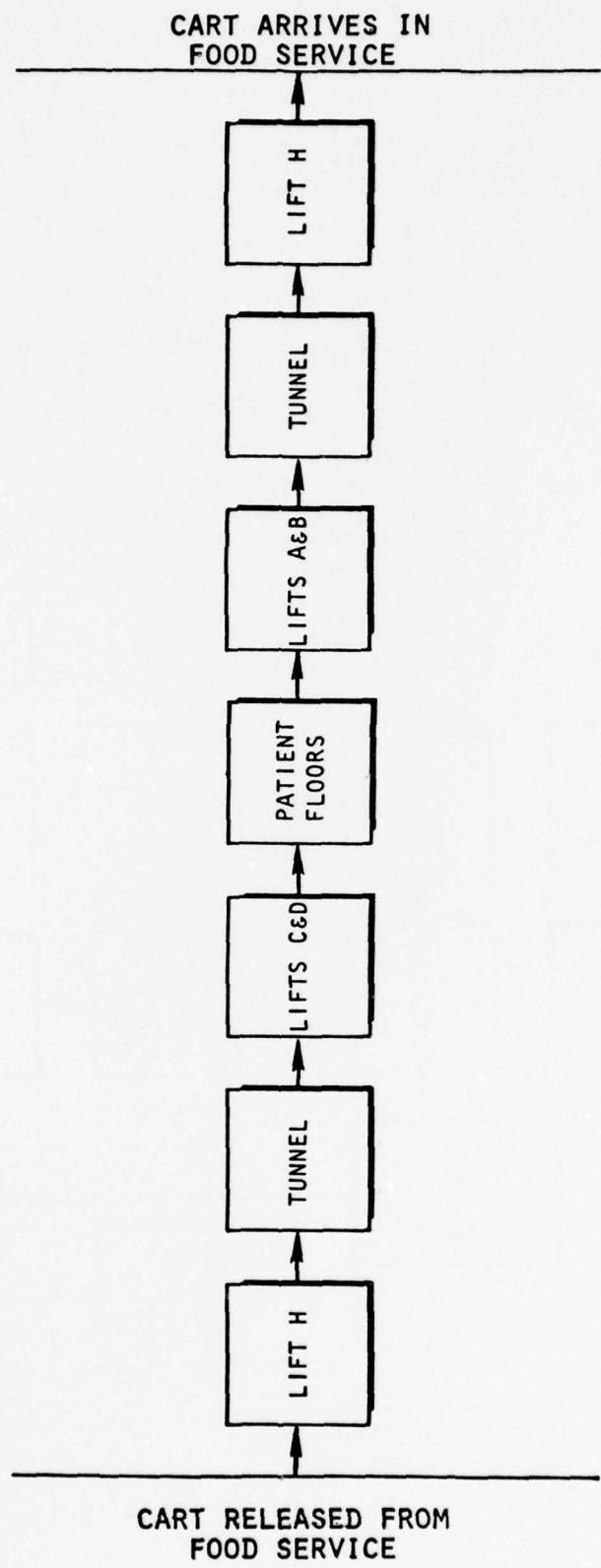


Figure 2
CLEAN CART FLOW FROM/TO MEDICAL MATERIEL
(PROCESSED SUPPLIES, LINEN, STERILE SUPPLIES, BULK SUPPLIES, MEDICAL EQUIPMENT)

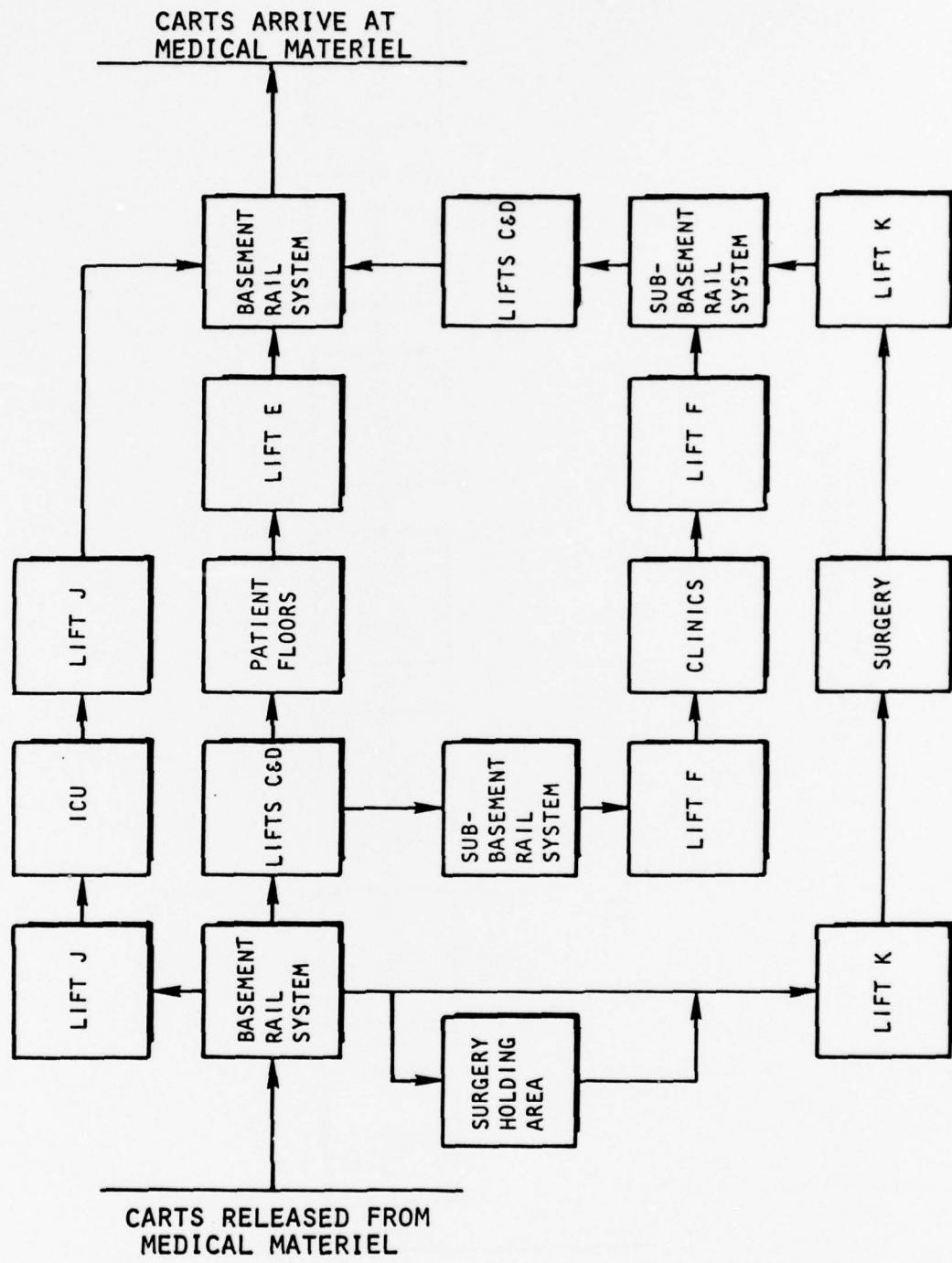


Figure 3
FLOW OF SOILED CARTS
TO DECONTAMINATION IN MEDICAL MATERIEL

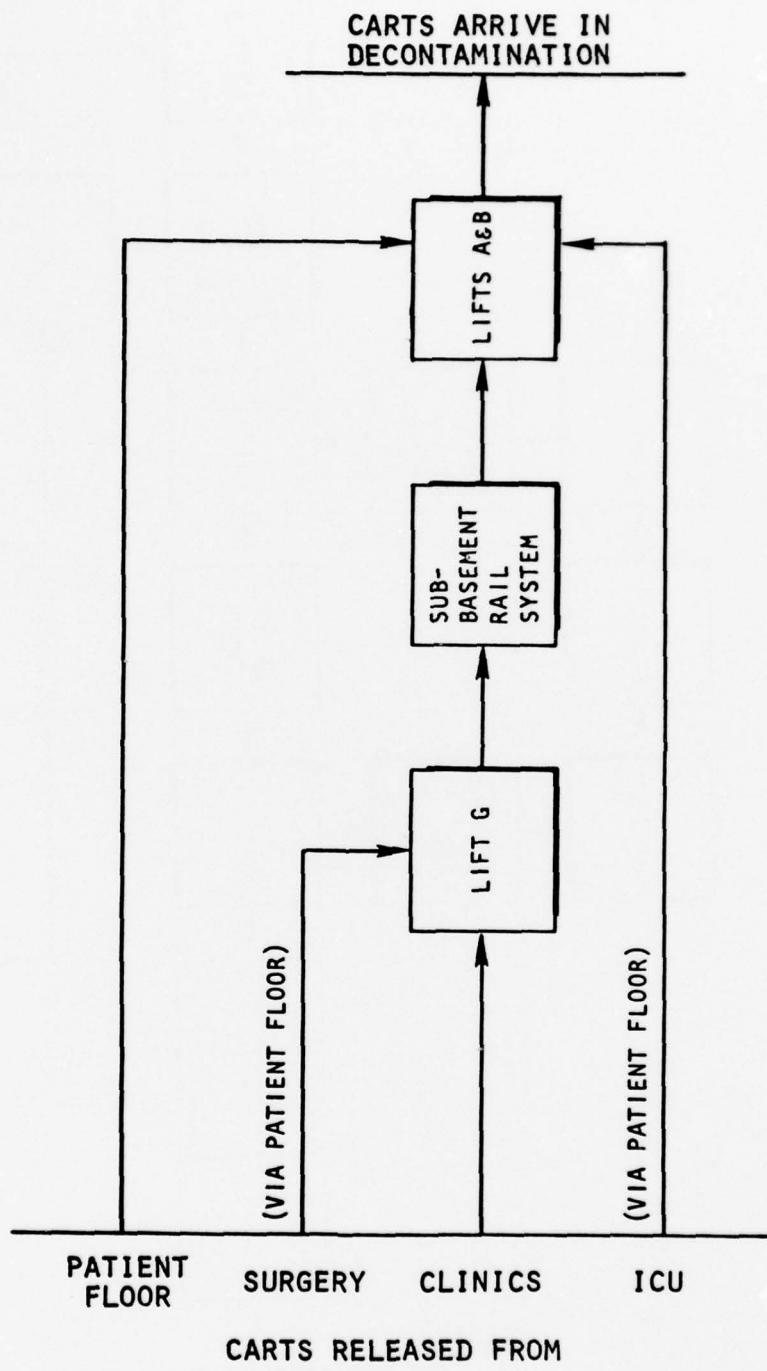
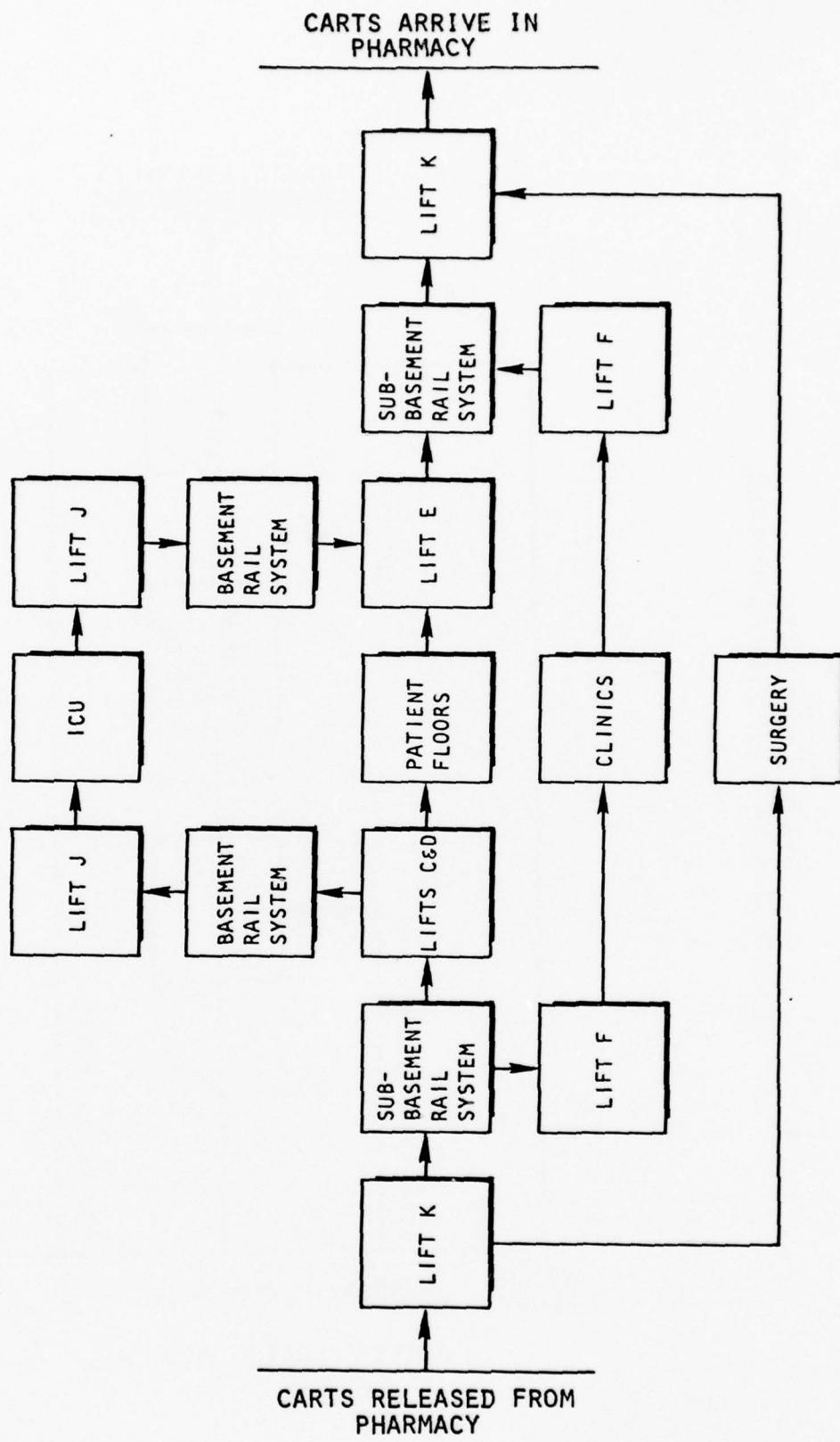


Figure 4
PHARMACY CART FLOW
FROM/TO PHARMACY



- On the sub-basement level, carts enter the queues at lifts A and B in the same way that they enter the queues at lifts C and D on that level.
- On the basement level, a cart arriving at lift C is channeled to lift D if the lift C queue is full. If the lift D queue is full, the cart is sent to the lift E queue. If the lift E queue is full, the cart is recirculated.
- A lift cannot eject a cart on a user floor if it has previously ejected two carts there, which have not been removed from the area immediately in front of the lift. In such a situation, the lift is delayed at that floor until a technician removes at least one of the first two carts, allowing the lift to eject a third cart.
- After a lift ejects a cart, it returns to its designated "home floor." If there is a pending call on the home floor, it is answered. If not, the lift is then available to answer calls on other floors. The home floor for lifts C and D can be switched between the sub-basement and the basement. The home floor of each of the remaining lifts is either the sub-basement or the basement, depending on the lift, and does not change.

III. USE OF THE AUTOMATIC CART TRANSPORTATION SYSTEM

A. Food Service

The Food Service Department will dispatch carts at three different times during the day corresponding to breakfast, dinner, and supper. During each period, meal carts will be dispatched first, followed by carts containing nourishments that are to be served during the period immediately following the meal. During periods where Food Service carts require the use of the main dispatching lifts (0600-0845, 1100-1345, and 1600-1845 hours), lift C will be switched to "dietary mode," meaning that its home floor will be the sub-basement. This will ensure that the Food Service carts do not have to wait for Medical Materiel carts to use lift C. It is not necessary to switch lift D to dietary mode because Food Service does not dispatch carts at a fast enough rate to require lift D.

The Food Service Department has specified the number of dietary carts to be scheduled for delivery to each nursing unit for each meal. This number reflects their assessment of the usual cart requirements of each nursing unit. However, because there will be random fluctuations in the tray requirements for the nursing units, on some days an extra cart may be necessary to accommodate all the trays for a given nursing unit. Ten nourishment carts will be dispatched, one for each of the nine floors in the patient tower and one for the ICU.

The Food Service Department has specified the dispatching sequence for meal carts so that the cart arrivals will satisfy the requirements of the various nursing units.

The Food Service Department has also specified the amount of time the schedule must allow between cart dispatches to provide adequate tray-assembly time. If two different nursing units on the same floor require only one cart each, the carts for the two nursing units will be dispatched together "in tandem," so that they travel as one through the ACTS. This reduces the workload on the system. For example, meal carts for the A and J wings on the fourth floor will be locked in tandem. The tandem carts must be separated by the cart-delivery technician before delivery to the different nursing units.

Meal carts are scheduled to remain on the nursing units for at least 80 minutes after their arrival. The cart-delivery technicians must deliver them to the wards promptly upon their arrival to ensure food palatability. The technicians must also return the carts to the lift area for dispatch according to the schedule. The schedule calls for dispatch of the returning, soiled meal carts in the order in which they were originally dispatched from Food Service and at approximately the same rate (1 every 6 minutes). Nourishment carts will be returned after they are served during a nourishment period.

B. Linen

All linen carts are operated on an exchange basis; meaning that when each cart is in use, a duplicate cart is simultaneously being resupplied in Linen. Items that are needed by a user are removed from the cart when needed; unused items are returned to Linen. Exchange carts are considered clean and do not have to be sent to Decontamination before being resupplied.

Linen will dispatch its carts in the early morning. The rate of dispatch depends on how many carts are loaded before

the dispatching period. If each cart is loaded just before its dispatch, then the dispatch rate will be relatively slow; if all carts are loaded before dispatch, the rate will be considerably faster. We have assumed a dispatch rate of one cart every 2 minutes.

The dispatching sequence is designed to spread out the arrival of carts on the user floors. For the patient tower, carts are generally sent, in turn, to floors 1, 2, 3,...9, 1, 2, 3,... . This will aid in maintaining a uniform workload for the cart-delivery technicians.

C. Processed Supplies

Processed Supplies will operate in a manner similar to Linen in that all of its materiel will be delivered on exchange carts. Processed Supplies will dispatch all of its carts in the early afternoon, using an assumed dispatch rate of one cart every 2 minutes. The dispatching sequence for carts will be similar to that for Linen. The duplicate carts (dispatched the previous day) will be returned from the user areas in the afternoon.

D. Deadheads and Soiled Returns

Deadheads are clean, empty carts that are sent to the user areas. After they arrive at these areas, they are loaded with soiled linen and trash and returned to the De-contamination area. A major question is: How many cartloads of soiled items will WHMC generate each day? We have assumed that the workload will equal the sum of the linen, processed supply, and bulk supply cartloads.

Deadheads will be dispatched in two roughly equal groups in the early morning and at midday. We assume a dispatch rate of one cart every 2 minutes. Soiled returns will arrive in three groups: morning, early afternoon, and late afternoon.

The first two groups correspond to the two groups of dead-heads. The third group of soiled returns comprises carts that were used to carry bulk supplies to Inpatient Radiology, Outpatient Radiology, and Laboratory. The average arrival rate of carts in Decontamination is one cart every 2 minutes.

It is unresolved at this time what will happen to soiled carts after they arrive in Decontamination. There are three primary alternatives:

- After processing each cart, immediately send it back to the user area where it will be kept until it is again needed to carry soiled items to Decontamination. This alternative means that Medical Materiel does not have to store the cart when it is not being used to transport soiled items, but it would have to be stored in the user area.
- After processing each cart, send it to some other area where it is removed and stored until needed. When needed, the carts would have to be placed back on the system. Carts would be available for other uses, if required.
- Remove carts from the system in the Decontamination area and store them until needed. As in the previous case, the carts would have to be remounted when needed. One disadvantage is that the cart washer is the last stop in the Decontamination area. When carts go through the cart washer, they leave Decontamination. Carts that are stored could not be washed prior to storage. When needed, a cart would exit Decontamination through the cart washer.

In this version of the schedule, we have assumed the third alternative to be the case; this is an area where Medical Materiel may wish to consider an alternative method of operation.

E. Bulk Supplies

Bulk Supplies will use the ACTS to send items to Inpatient Radiology, Outpatient Radiology, and the Laboratory. Bulk Supplies will hand-push carts to Pharmacy and Food Service. Bulk Supply carts are operated on a replenishment basis; that is, they will be off-loaded completely at their destination (in contrast with exchange carts). The carts are returned to Decontamination. They may also be used to carry soiled items from the user area to Decontamination.

F. Medical Equipment

Medical Equipment will send items to the various parts of the hospital on an as-needed basis. It will also send deadheads to pick up medical equipment if no other cart is available. Returning carts containing medical equipment will be sent to Decontamination.

The schedule does not include any dispatches from, or arrivals to, Medical Equipment. However, we have built sufficient slack into the schedule for the ACTS to allow Medical Equipment to send and receive carts as necessary.

G. Pharmacy

Pharmacy will send carts to the nursing units, the OR, and ICU three times each day. Each clinic floor will receive one cart daily. These carts will be used to carry exchange patient medication trays that hold a supply of medications for each patient adequate for the period until the next pharmacy cart delivery.

To distribute the Pharmacy workload evenly, we have divided each of the three daily sets of Pharmacy dispatches into two groups—a total of six groups of Pharmacy dispatches.

The six groups of carts are scheduled for dispatch at 0530, 0900, 1200, 1400, 1700, and 1930 hours. Pharmacy carts for the clinic floors will be included in the second group of dispatches that begin leaving the Pharmacy at 0900 hours. Cart-delivery technicians will be on duty in the user areas only between 0600 and 1630 hours. The Pharmacy must therefore provide for handling the carts that arrive at, or are dispatched from, those areas at other times. The carts will stay in the user areas for at least 1/2 hour to allow user personnel to exchange the medication trays. The carts are then returned to the Pharmacy.

Pharmacy will receive bulk supplies manually (without using the ACTS). Soiled items must also be removed from the Pharmacy manually because Pharmacy's only link to the ACTS is lift K, which is a clean lift.

H. Sterile Supplies and Surgery

Sterile Supplies is responsible for preparing surgical case carts that will be used in each of the 20 operating rooms. Since surgical procedures vary in duration, it is not possible to schedule dispatches and arrivals of surgical case carts throughout the day, although we can schedule the dispatching of case carts for the beginning of each day. These carts will be sent from the Surgical Cart Holding Area (SCHA) beginning at 0500 hours.

Sterile Supplies, which is located close to the SCHA, must have case carts ready not only for the first scheduled procedure in each OR but also the second procedure in case the first procedure does not take place. There are two alternatives for handling this:

- Each morning, send 40 surgical case carts to Surgery from the SCHA so that the case carts for the first two scheduled procedures for each OR will be in place before Surgery begins operations.
- Each morning, send only the 20 surgical case carts to Surgery from the SCHA that are needed for the first set of procedures, and use the SCHA as the storage location for the 20 procedures scheduled second. The SCHA will only send 20 single or tandem surgical case carts. Thus, if Sterile Supplies wants to be able to send up individual carts as they are needed, Sterile Supplies must refill the SCHA after dispatching the first 20 carts.

In the schedule presented herein, we have assumed the first alternative to be the case. We have not included the initial filling of the SCHA with the 40 surgical case carts.

I. User Areas

Nursing units, the clinics, and ICU utilize cart-delivery technicians to push carts between the lifts and the various cart users. We have built in 45-minute breaks for these technicians when no carts will arrive or be dispatched. These breaks are approximately between 1015 and 1100 hours for the technicians in the patient tower and ICU, and 1200 and 1245 hours for those in the clinics.

The schedule is designed so that, in general, a linen cart for a given nursing unit or clinic will arrive a short time before a soiled cart from that area is to be returned. This will reduce the number of trips the technician must make to the user arrival/dispatch area. This also occurs with processed supplies and soiled carts in the afternoon. For a detailed description of the duties of the cart-delivery technicians, see Annex A.

According to the information available at this time, the ACTS will not allow pharmacy and dietary carts to arrive at ICU via lift J like other carts from Linen or Processed Supplies. Such carts will arrive via lifts C or D and must be hand-pushed to the ICU.

IV. THE SCHEDULE

A. Objectives

The objectives of the schedule are to

- Minimize transit times of food service carts to ensure that the food is palatable when served to the patient.
- Deliver food service carts during meal periods.
- Deliver all linen carts in the morning.
- Avoid dispatching carts from the basement on lift E (primary lift for clean returns from patient tower and backup lift for clean dispatches to patient tower). That is, avoid creating an excessive dispatch demand on lifts C and D (primary lifts for clean dispatches to the patient tower) that will have to be met by lift E.
- Disperse the utilization of lifts to avoid recirculation of carts.
- Allow at least 20 percent lift idle time in any hour to accommodate unscheduled carts (e.g., carts from Medical Equipment). For lifts A and B, which perform the same functions, and for lifts C and D, which also perform identical functions, this objective will be met if at least one of the two lifts in each pair is 20 percent idle in any hour.
- Avoid overloading the Decontamination area that processes soiled carts returning to Medical Materiel.
- Disperse the arrivals of carts at the user floors to no more than two in any 6-minute interval (Note: if two carts have arrived at a user floor and have not been removed, a third cart cannot unload and the lift stops. It takes about 6 minutes for a technician to push a cart from the lift area to a nursing unit and return).

- Coordinate arrival and dispatch schedules on the patient floors to minimize the number of trips cart-delivery technicians must make between the lifts and the nursing units or clinics.
- Allow at least one 45-minute period for each user floor in which there are no scheduled arrivals or dispatches, thereby providing a lunch break for each cart-delivery technician.

B. Methodology

To formulate the schedule, we developed a computer model of the ACTS that would simulate the operation of the system under alternative cart dispatch schedules. By changing the dispatch times of selected carts, we could determine the effect of each change on the schedule and adjust the schedule to meet its objectives. The model provided the following information:

- Summary of workload between each source and destination
- Dispatch schedules for each source
- Dispatch summary for all sources
- Arrival schedules for each destination
- Arrival summary for all destinations
- Statistics on lift utilization for each lift by time of day
- Statistics on the number of carriers used by the ACTS
- Statistics on the number of carts of each type in use
- Statistics on the rail system queues in front of each lift
- Statistics on cart recirculation

- Logs of when each cart encounters various milestones on its path to a destination
- Logs of when the number of carriers in use changes
- Logs of when the number of each type of cart in use changes
- Logs of when the status of each lift changes
- Logs on when carts enter or leave any of the rail system queues on the sub-basement or basement levels
- Logs of all cart recirculations
- Log of the system operation in chronological order.

The annexes to this report contain all of these except the logs, which are available on request.

C. Model Assumptions

The model is designed to simulate the operation of ACTS as closely as possible. However, in any model, simplifying assumptions must be made to ensure that the costs of developing and operating the model are reasonable. The major assumptions of the ACTS model are listed below. We believe the impact of these assumptions on the results of the study is small.

- Carriers are always available. Carriers must be loaded from a queue onto a lift before the lift can pick up a cart from a user floor. The queue is resupplied by empty carriers traveling through the system that encounter the queue and find a queue position available. In reality, it would be possible, under peak conditions, to exhaust a queue's supply of carriers.
- The delay that occurs when a cart/carrier attempts to begin traveling in a chain-driven rail is constant. In reality, the delay will vary depending on the location of the next available unoccupied pendant.

- Carts can be processed in the processing areas and used in the user areas in accordance with the schedule. The model does not simulate what happens to a cart when it is being processed or used. For example, it is assumed that when a dietary cart arrives on a floor, it will be returned from the nursing unit to the lift area in time to meet the schedule.

D. Discussion of Results

This section presents some important results of simulating ACTS operation using the selected dispatch schedule. The annexes to this report contain the computer output on which the discussions in this section are based.

1. Cart Transit Times

Only in the case of dietary carts is cart transit time a matter of major importance. For other kinds of carts, our only real concern with respect to transit time is to avoid long, unexpected delays that can disrupt the work of those who receive carts in user areas.

With lift C operating in dietary mode during meal hours, meal carts arriving at lift C on the sub-basement level have prompt access to the lift. Their transit times are unaffected by competition for the lift with carts from Medical Materiel, which is located on the basement level. With the current dispatch schedule, meal cart transit times are consistently between 20 and 22 minutes, which is close to the minimum that can be expected for the routes they must travel.

Carts that are dispatched from Medical Materiel are occasionally subject to two effects that can alter their transit times. The first is that when lift C is in dietary mode, carts that use lift C from the sub-basement (dispatched Food Service carts, dispatched Pharmacy carts, and carts returning from the clinics to Linen or Processed Supplies)

receive priority over carts being loaded onto lift C from the basement. Carts in the lift C queue on the basement level will wait until there are no pending calls for lift C on the sub-basement level. This wait could potentially be a long time, but the rate of carts arriving at lift C on the sub-basement level during meal hours is usually small enough to keep the wait short.

A second effect on Medical Materiel carts is due to the way the ACTS queues carts. The system will not allow carts to use lift D until the lift C queue is filled. If the first of two successive carts fills the lift C queue, the second cart is channeled to lift D, where it is usually loaded with little waiting. The second cart will likely arrive at its destination before the first cart.

2. Lift Utilization

Several objectives of the schedule are concerned with lift utilization. One of those objectives is to avoid using lift E to dispatch carts from the basement. The queue statistics for the basement-level lift E queue (see Annex D) show that the objective was met.

Another objective is to avoid recirculating carts. A review of all the queue statistics in Annex D reveals that no cart was recirculated.

The third objective that concerns lift utilization is to allow at least 20 percent lift idle time in any hour to accommodate unscheduled carts. The lift idle times exceed considerably the 20 percent hourly minimum required to meet this objective* (see the Lift Utilization Summary in Annex C).

* Recall that only one of lifts A and B and one of lifts C and D must be 20 percent idle to meet the objective.

Several lifts, however, (C/D, E, H) approach the minimum, and one (K) is idle less than 20 percent of the time over time periods of less than an hour.

3. Workload in User Areas

Several schedule objectives are concerned with the work of personnel who must receive and dispatch carts in user areas. The intent of those objectives is to allow a single individual to accomplish all the tasks required at any given time.

Except for the arrival of early morning pharmacy carts and the arrival and return of evening dietary and pharmacy carts, all arrivals and dispatches in user areas are scheduled between 0600 and 1630 hours. The schedule provides a 45-minute lunch break (no arrivals or dispatches scheduled) in each user area.

The schedule attempts to allow no more than two arrivals within 6 minutes at any user area. Six minutes is the estimated time required to deliver a cart and return, while two is the maximum number of carts ejected from a lift that can accumulate before the lift is delayed. This objective was almost entirely met, with a few exceptions. These cases occur almost entirely in the basement and first floor clinic areas. Since these cases are very infrequent, it should be possible for cart-delivery personnel to schedule their trips from the lift area to accommodate them.

Arrivals of Linen and Processed Supplies carts on the floors of the patient tower have been scheduled in coordination with dispatches of soiled carts to Decontamination. This will permit cart-delivery personnel to pick up the soiled carts for dispatch when they deliver the Linen and

Processed Supplies carts. Any additional coordination of tasks must be accomplished by the personnel involved within the constraints of their dispatch and arrival schedules and the space available for temporary storage of carts in transit.

4. Cart Utilization

The following paragraphs discuss the utilization of each kind of cart associated with the current schedule. The discussion is based on results in Annex C, "Carrier/Cart Summary"; Annex E, "Dispatch Schedules"; and Annex F, "Arrival Schedules."

The schedule allows approximately 3 hours to process each returning dietary cart before it is needed for the next meal. Thus, Food Service should be able to recycle its carts for each meal. Therefore, the number of dietary carts needed by Food Service to accommodate its daily workload is the number of carts needed for any one meal, which is 55 (although the maximum out at any one time is 45). On days when tray patient census is high, the number of dietary carts needed could be slightly greater.

The maximum number of Pharmacy carts in use at any time is 20. Pharmacy carts are dispatched in six sequences. The rates at which one sequence of carts is returned and the next is dispatched allow approximately 50 minutes to process a given cart between the dispatch sequences. If 50 minutes is sufficient to permit use of the same carts for two successive dispatch sequences, only 20 Pharmacy carts will be needed; otherwise, 34 Pharmacy carts are needed.

The general-purpose cart utilization shown in the "Carrier/Cart Summary" (Annex C) includes only scheduled utilization. Carts counted as being in use are the following carts outside the Decontamination area:

- Linen exchange carts and their duplicates
- Processed Supplies carts and their duplicates
- Dispatched Bulk Supplies carts
- Dispatched deadheads.

The maximum number of such carts in use at a given time is 354. Other kinds of cart use not reflected in the "Carrier/Cart Summary" are unscheduled dispatches (such as Medical Equipment dispatches) and carts used for manual deliveries (such as bulk supplies delivered to the Pharmacy). In addition, carts that are not in use may actually be unavailable for use because they are being processed in the Decontamination area.

Utilization of surgical case carts is predominantly unscheduled and therefore not treated in this report. The use of surgical case carts shown in the "Carrier/Cart Summary" represents scheduled delivery of 20 carts to be used in the first and second scheduled procedures for each operating room.

E. Schedule Revisions

The schedule that we have selected is designed to meet the objectives presented in Section IV.A. An important feature of the schedule is the ease and speed with which it can be modified to accommodate user needs at WHMC.

A limitation of the schedule is that it is based on system performance and workload data that, although they are the best available information at this time, may be subject to change when the system is implemented. After the system is implemented and is operational for 30 days, we will conduct an on-site review. This will involve review of the workload and performance data as well as the schedule itself. We will then revise the schedule as necessary.

ANNEX A

DUTIES OF CART-DELIVERY TECHNICIANS

1. General

Cart-delivery technicians will be responsible for prompt and accurate transfer of carts between the appropriate lifts and the wards or clinics in their assigned area. They will remove arriving carts from the area in front of the lift where the carts are released, and they will place returning carts in the proper position to be picked up by the appropriate lift. They will also code the returning carts for the proper destination by means of control units in the dispatch area.

2. Cart Arrivals

- Carts to be delivered to inpatient wards on floors 1 through 9 (except the ICU) will arrive via lifts C and D.
- Dietary and Pharmacy carts destined for the ICU (floor 2) will arrive via lifts C and D; all other ICU carts will arrive via lift J.
- Carts will arrive in the clinic areas (floors B, 1, and 2) via lift F.
- Cart-delivery technicians will remove carts promptly from the position in which the lift releases them. If two carts are allowed to accumulate in front of a lift, the lift will be stalled when it attempts to eject a third cart. Operation of the lift cannot resume until at least one of the carts is removed.

3. Cart Dispatches

- Cart-delivery technicians will code returning carts for the proper destination.
- Cart-delivery technicians will position returning carts for pickup by the appropriate lift and initiate a call for the lift.

- Clean carts being returned from inpatient wards on floors 1 through 9 (except the ICU) will be dispatched via lift E.
- Pharmacy carts being returned from ICU (floor 2) will be dispatched via lift E; all other clean returns from ICU will use lift J.
- Clean carts being returned from the clinic areas (floors B, 1, and 2) will be dispatched via lift F.
- Soiled carts being returned from inpatient wards on floors 1 through 9 (including the ICU) will be dispatched via lifts A and B. Lift A will be used unless a cart is already in position at lift A for pickup. In that case lift B will be used.
- Soiled carts being returned from the clinic areas (floors B, 1, and 2) will be dispatched via lift G.

4. Cart Transfer Between Lifts and Wards/Clinics

- Cart-delivery technicians must plan their absences from the lift area for transferring carts between the lifts and the wards or clinics, so that they are able to remove arriving carts promptly and avoid stalling the lifts. The cart schedule allows a minimum of 6 minutes for these absences (except in the basement and first floor clinic areas where the minimum is 5 minutes and 4 minutes, respectively). The time available, however, is usually well above the minimum.
- Cart-delivery technicians must separate dietary carts that arrive in tandem destined for different wings. The arrival schedules in Annex F indicate these carts

by giving two wing identifiers separated by a slash (e.g., A/J) in the column headed "Wing." The two tandem carts will be marked to indicate their separate destinations.

- Cart-delivery technicians must transfer all arriving carts to their destinations promptly. This is particularly important for dietary carts to ensure food palatability.
- Cart-delivery technicians must transfer all carts from the wards or clinics to the lift area for dispatch according to the schedule.

5. Duty Hours

- Cart-delivery technicians will be on duty in their assigned areas between 0600 hours and 1630 hours.
- Each cart-delivery technician is allowed one 45-minute break each day. In each user area, there is a period when no dispatches or arrivals are scheduled. Cart-delivery technicians' breaks will be scheduled during these periods. The hours when these periods occur are:

1200 - 1245 Clinic Areas

1015 - 1100 Inpatient Areas (including the ICU).

ANNEX B

HOW TO READ THE OUTPUT

1. Codes

Each source or destination of carts has been assigned a three-character identifying code. The first letter of the code identifies the floor where the source/destination is located. Table B-1 shows the codes used in this schedule.

TABLE B-1
SOURCE AND DESTINATION CODES

| <u>Source/Destination</u> | <u>Identifying Code</u> |
|------------------------------|-------------------------|
| <u>Processing Areas</u> | |
| - Food Service | BFS |
| - Linen | BLN |
| - Processed Supplies | BPS |
| - Decontamination | BDE |
| - Bulk Supplies | BBS |
| - Medical Equipment | BME |
| - Pharmacy | BPH |
| - Sterile Supplies | BSS |
| - Surgical Cart Holding Area | BCH |
| <u>User Areas</u> | |
| - 1st Floor Patient Tower | 1PT |
| - 2nd Floor Patient Tower | 2PT |
| - 3rd Floor Patient Tower | 3PT |
| - 4th Floor Patient Tower | 4PT |
| - 5th Floor Patient Tower | 5PT |
| - 6th Floor Patient Tower | 6PT |

TABLE B-1 (Continued)

SOURCE AND DESTINATION CODES

| <u>Source/Destination</u> | <u>Identifying Code</u> |
|---------------------------|-------------------------|
| <u>User Areas</u> | |
| - 7th Floor Patient Tower | 7PT |
| - 8th Floor Patient Tower | 8PT |
| - 9th Floor Patient Tower | 9PT |
| - Basement Clinics | BCL |
| - 1st Floor Clinics | 1CL |
| - 2nd Floor Clinics | 2CL |
| - Surgery | 2OR |
| - Intensive Care | 2IC |

2. Types of Reports

The following is an explanation of the types of computer printouts provided in the schedule:

- Workload Summary--A matrix showing the number of carts that are scheduled to be dispatched from each source to each destination during a day.
- Dispatch Summary--A matrix showing the number of carts dispatched from each source by time of day.
- Arrival Summary--A matrix showing the number of carts arriving at each destination by time of day.
- Lift Utilization Summary--A matrix showing, by time of day, the fraction of time each lift is busy and the number of carts moved by each lift. A lift is considered busy if it was moving to pick up a cart, moving to return to its home floor, or is carrying a cart.
- Carrier/Cart Summary--A matrix showing the number of carriers that are actively carrying carts and the number of each type of those carts that are actually in use. The report provides the average, minimum, and maximum for carriers and carts by time of day.

- Queue Statistics--A matrix showing, by time of day, the average and maximum number of carts in a given lift queue. The report also shows how many carts were recirculated and the distribution of the number of carts in the queue (i.e., the percentage of time with 0, 1, 2, etc., carts in the queue).
- Dispatch Schedule--A list for a given source in chronological order showing the times each cart is to be dispatched, the destination of the cart, the wing the cart is going to/from (see Table B-2), and the projected arrival time of the cart. Carts that are actually tandem pairs of carts are identified with a "*" immediately to the right of the wing.
- Arrival Schedule--A list for a given destination showing the times each cart is scheduled to arrive, the source of the cart, the wing the cart is going to/from (see Table B-2), and the time the cart was dispatched from its source. Carts that are actually tandem sets of carts are identified with a "*" immediately to the right of the wing.

TABLE B-2

WING CODES

| <u>Code</u> | <u>Explanation</u> |
|-------------|------------------------|
| A | Nursing Unit A |
| B | Nursing Unit B |
| J | Nursing Unit J |
| T | Nursing Unit T |
| FL | Shared by Entire Floor |
| ORT | Orthopedic Clinic |
| MED | Medicine Clinic |
| SUR | Surgery Clinic |
| CAR | Cardiology Clinic |
| RAD | Radiology |
| ALL | Allergy Clinic |

TABLE B-2 (Continued)

WING CODES

| <u>Code</u> | <u>Explanation</u> |
|-------------|------------------------------|
| OBG | Obstetrics/Gynecology Clinic |
| PED | Pediatrics Clinic |
| LAB | Laboratory |
| EME | Emergency |

ANNEX C

SCHEDULE SUMMARIES

This annex contains a daily work summary, dispatch summary, arrival summary, lift utilization summary, and carrier/cart summary. The content and format of these reports and codes used are explained in Annex B.

WORKLOAD SUMMARY

| FROM\TO | BFS | BLN | BPS | BDE | BME | BBS | BCH | BSS | BPH | BCL | 1CL | 2CL | 1PT | 2PT | 3PT | 4PT | 5PT | 6PT | 7PT | 8PT | 9PT | 20R | 2IC | TOT |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|-----|-----|-----|
| BFS | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 12 | 15 | 15 | 9 | 9 | 0 | 6 | 104 |
| BLN | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 1 | 2 | 4 | 6 | 4 | 6 | 6 | 6 | 6 | 4 | 2 | 2 | 68 |
| BPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 7 | 6 | 4 | 6 | 4 | 6 | 6 | 6 | 6 | 4 | 0 | 2 | 75 |
| BDE | 1 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 20 | 8 | 8 | 8 | 12 | 8 | 12 | 12 | 12 | 12 | 8 | 2 | 4 | 159 |
| BME | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BBS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| BCH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| BSS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BPH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 6 | 12 | 9 | 12 | 12 | 12 | 9 | 3 | 3 | 96 |
| BCL | 0 | 8 | 8 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 1CL | 0 | 10 | 10 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 2CL | 0 | 1 | 7 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 1PT | 6 | 2 | 6 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 2PT | 9 | 4 | 4 | 8 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 3PT | 12 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 4PT | 9 | 4 | 4 | 8 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 5PT | 12 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 6PT | 15 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 7PT | 15 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 8PT | 9 | 6 | 6 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 9PT | 9 | 4 | 4 | 8 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 20R | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2IC | 6 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| TOT | 104 | 68 | 75 | 159 | 0 | 16 | 0 | 96 | 38 | 41 | 23 | 30 | 31 | 48 | 34 | 51 | 51 | 45 | 34 | 27 | 171036 | | | |

DISPATCH SUMMARY
TIME 500-2200

| TIME | BFS | BLN | BPS | BDE | BME | BBS | BCH | BSS | BPH | BCL | 1PT | 2PT | 3PT | 4PT | 5PT | 6PT | 7PT | 8PT | 9PT | 20R | 2IC | TOT |
|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 500- 515 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 515- 530 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 530- 545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 545- 600 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 600- 615 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 615- 630 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 630- 645 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 645- 700 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 700- 715 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 715- 730 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 730- 745 | 2 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 745- 800 | 3 | 7 | 0 | 7 | 0 | 1 | 2 | 2 | 0 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 27 |
| 800- 815 | 5 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 815- 830 | 6 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 830- 845 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 845- 900 | 0 | 7 | 1 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 900- 915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 915- 930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 930- 945 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 945-1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 1000-1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 1015-1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 1030-1045 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1045-1100 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1100-1115 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 1115-1130 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 1130-1145 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 1145-1200 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1200-1215 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 1215-1230 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 1230-1245 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245-1300 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

ARRIVAL SUMMARY
TIME 500-2200

| TIME | BFS | BLN | BPS | RDE | BME | BBS | BCH | BSS | BPH | BCL | 1CL | 2CL | IPT | 3PT | 4PT | 5PT | 6PT | 7PT | 8PT | 9PT | 20R | 2IC | TOT |
|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 500- 515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |
| 515- 530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 |
| 530- 545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 545- 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 8 |
| 600- 615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 9 |
| 615- 630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 10 |
| 630- 645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 13 |
| 645- 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 17 |
| 700- 715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 13 |
| 715- 730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 10 |
| 730- 745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 11 |
| 745- 800 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 23 |
| 800- 815 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 29 |
| 815- 830 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 1 | 1 | 24 |
| 830- 845 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 2 | 1 | 3 | 0 | 36 |
| 845- 900 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 28 |
| 900- 915 | 2 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 20 |
| 915- 930 | 3 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 30 |
| 930- 945 | 3 | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| 945-1000 | 2 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1000-1015 | 3 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 1015-1030 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 1030-1045 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1045-1100 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1100-1115 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 1115-1130 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 23 |
| 1130-1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 1145-1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 |
| 1200-1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 11 |
| 1215-1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 2 | 2 | 2 | 0 | 15 |
| 1230-1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 3 | 2 | 2 | 1 | 0 | 19 |
| 1245-1300 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 0 | 25 |

LIFT UTILIZATION SUMMARY
TIME: 500 TO 2200

| TIME | LIFTS | | | | | | | | | |
|-----------|-------|-------|----|----|-------|----|------|------|------|------|
| | A | B | C | D | E | F | G | H | J | K |
| # | # | # | # | # | # | # | # | # | # | # |
| 500- 515 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 81.2 |
| 515- 530 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 87.7 |
| 530- 545 | 0. | 0. | 0. | 2 | 12.4 | 0. | 0. | 0. | 0. | 58.3 |
| 545- 600 | 0. | 0. | 0. | 7 | 76.7 | 0. | 0. | 0. | 3 | 47.4 |
| 600- 615 | 0. | 0. | 0. | 10 | 85.3 | 0. | 0. | 0. | 2 | 0. |
| 615- 630 | 0. | 0. | 0. | 9 | 88.0 | 0. | 0. | 0. | 3 | 0. |
| 630- 645 | 0. | 0. | 0. | 10 | 92.4 | 0. | 0. | 0. | 2 | 24.8 |
| 645- 700 | 0. | 0. | 0. | 10 | 97.8 | 0. | 6 | 64.0 | 0. | 7 |
| 700- 715 | 0. | 0. | 0. | 10 | 98.9 | 0. | 0. | 0. | 3 | 58.3 |
| 715- 730 | 0. | 0. | 0. | 10 | 96.0 | 0. | 0. | 0. | 3 | 22.7 |
| 730- 745 | 3 | 26.4 | 0. | 10 | 100.0 | 1 | 7.1 | 0. | 2 | 0. |
| 745- 800 | 10 | 88.7 | 0. | 11 | 100.0 | 5 | 35.6 | 0. | 5 | 0. |
| 800- 815 | 10 | 94.9 | 0. | 11 | 100.0 | 5 | 36.4 | 0. | 8 | 8.4 |
| 815- 830 | 9 | 100.0 | 0. | 11 | 100.0 | 5 | 41.3 | 0. | 8 | 0. |
| 830- 845 | 11 | 100.0 | 0. | 11 | 100.0 | 4 | 31.6 | 0. | 4 | 0. |
| 845- 900 | 9 | 100.0 | 0. | 10 | 100.0 | 1 | 13.3 | 0. | 0. | 0. |
| 900- 915 | 10 | 100.0 | 0. | 8 | 67.8 | 0. | 8 | 66.9 | 0. | 2 |
| 915- 930 | 6 | 49.6 | 0. | 12 | 99.6 | 0. | 7 | 64.0 | 8 | 58.3 |
| 930- 945 | 10 | 76.8 | 0. | 11 | 84.9 | 0. | 8 | 73.1 | 6 | 64.3 |
| 945-1000 | 10 | 71.6 | 0. | 11 | 94.6 | 7 | 48.9 | 7 | 6 | 46.2 |
| 1000-1015 | 12 | 100.0 | 0. | 6 | 45.0 | 0. | 8 | 72.7 | 11 | 0. |
| 1015-1030 | 2 | 28.1 | 0. | 1 | 6.1 | 0. | 6 | 59.3 | 7 | 0. |
| 1030-1045 | 0. | 0. | 0. | 6 | 37.2 | 0. | 0. | 6 | 49.1 | 0. |
| 1045-1100 | 0. | 0. | 0. | 6 | 49.1 | 0. | 0. | 5 | 40.0 | 0. |
| 1100-1115 | 0. | 0. | 0. | 11 | 81.6 | 0. | 8 | 71.8 | 4 | 24.3 |
| 1115-1130 | 0. | 0. | 0. | 12 | 100.0 | 0. | 3 | 31.1 | 3 | 0. |
| 1130-1145 | 0. | 0. | 0. | 10 | 98.9 | 0. | 5 | 53.3 | 0. | 6 |
| 1145-1200 | 0. | 0. | 0. | 10 | 95.8 | 0. | 0. | 0. | 2 | 15.1 |
| 1200-1215 | 0. | 0. | 0. | 10 | 99.6 | 0. | 0. | 0. | 3 | 58.3 |
| 1215-1230 | 0. | 0. | 0. | 11 | 100.0 | 5 | 45.3 | 0. | 3 | 0. |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|-----|-------|----|-----|-------|-------|------|-----|-------|-------|------|------|------|------|------|------|------|------|------|------|----|----|----|----|----|----|----|----|----|----|
| 1230-1245 | 3 | 26.3 | 0. | 10 | 100.0 | 10 | 78.0 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1245-1300 | 10 | 71.6 | 0. | 11 | 100.0 | 5 | 47.3 | 0 | 0. | 1 | 6.9 | 0 | 0. | 5 | 34.7 | 1 | 11.9 | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | | |
| 1300-1315 | 10 | 76.4 | 0. | 12 | 100.0 | 5 | 38.0 | 8 | 78.2 | 5 | 35.3 | 0 | 0. | 8 | 55.6 | 0 | 0. | 4 | 24.8 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | | |
| 1315-1330 | 10 | 75.6 | 0. | 13 | 100.0 | 5 | 50.0 | 6 | 64.0 | 7 | 62.2 | 0 | 0. | 8 | 57.6 | 0 | 0. | 7 | 58.3 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | | |
| 1330-1345 | 10 | 78.4 | 0. | 12 | 100.0 | 8 | 65.8 | 0 | 0. | 7 | 49.1 | 0 | 0. | 3 | 20.7 | 0 | 0. | 3 | 22.7 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | | |
| 1345-1400 | 10 | 74.7 | 0. | 9 | 96.9 | 2 | 19.1 | 0 | 0. | 5 | 52.2 | 0 | 0. | 2 | 13.8 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1400-1415 | 10 | 76.9 | 0. | 8 | 76.2 | 0 | 0. | 0 | 0. | 0 | 0. | 0. | 0. | 3 | 20.7 | 1 | 4.1 | 8 | 58.3 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | | |
| 1415-1430 | 8 | 61.6 | 1 | 7.9 | 12 | 100.0 | 0 | 0. | 5 | 40.7 | 2 | 8.4 | 6 | 44.9 | 2 | 13.8 | 1 | 13.2 | 7 | 55.9 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1430-1445 | 9 | 66.3 | 0. | 12 | 100.0 | 1 | 7.1 | 8 | 68.2 | 5 | 44.9 | 7 | 62.9 | 3 | 20.7 | 0 | 0. | 2 | 15.1 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | | |
| 1445-1500 | 8 | 66.4 | 0. | 10 | 77.3 | 1 | 7.1 | 7 | 65.3 | 7 | 52.0 | 8 | 66.2 | 2 | 13.8 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1500-1515 | 13 | 100.0 | 0. | 4 | 28.4 | 0 | 0. | 11 | 100.0 | 9 | 81.8 | 4 | 37.3 | 2 | 13.8 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1515-1530 | 8 | 65.4 | 1 | 7.6 | 0 | 0. | 0 | 0. | 11 | 100.0 | 2 | 18.7 | 3 | 24.2 | 5 | 34.4 | 0 | 0. | 7 | 54.0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1530-1545 | 7 | 48.9 | 0. | 0. | 0 | 0. | 0 | 0. | 10 | 100.0 | 0 | 0. | 5 | 44.2 | 5 | 34.4 | 0 | 0. | 6 | 45.3 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1545-1600 | 5 | 37.9 | 0. | 1 | 7.1 | 0 | 0. | 10 | 100.0 | 4 | 31.1 | 3 | 27.1 | 3 | 21.3 | 1 | 8.9 | 2 | 15.1 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | | |
| 1600-1615 | 2 | 15.0 | 0. | 7 | 52.4 | 0 | 0. | 2 | 16.7 | 7 | 57.8 | 0 | 0. | 2 | 14.2 | 1 | 8.9 | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | | |
| 1615-1630 | 0 | 0. | 0. | 10 | 73.8 | 0 | 0. | 0 | 0. | 7 | 60.0 | 0 | 0. | 3 | 20.9 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1630-1645 | 0 | 0. | 0. | 10 | 73.1 | 0 | 0. | 0 | 0. | 7 | 62.4 | 0 | 0. | 2 | 14.7 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1645-1700 | 0 | 0. | 0. | 6 | 53.6 | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 2 | 14.2 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1700-1715 | 0 | 0. | 0. | 4 | 31.3 | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 3 | 21.3 | 0 | 0. | 8 | 58.3 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1715-1730 | 0 | 0. | 0. | 10 | 96.0 | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 3 | 20.9 | 0 | 0. | 6 | 47.4 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1730-1745 | 3 | 24.6 | 0. | 8 | 87.3 | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 2 | 14.7 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1745-1800 | 2 | 16.0 | 0. | 2 | 17.8 | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 5 | 34.7 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1800-1815 | 3 | 26.3 | 0. | 3 | 27.6 | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 8 | 55.6 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1815-1830 | 2 | 18.7 | 0. | 3 | 27.6 | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 8 | 57.6 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1830-1845 | 3 | 24.6 | 0. | 8 | 68.7 | 0 | 0. | 8 | 78.2 | 0 | 0. | 0 | 0. | 3 | 20.7 | 0 | 0. | 4 | 24.8 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1845-1900 | 2 | 17.8 | 0. | 1 | 15.8 | 0 | 0. | 6 | 64.0 | 0 | 0. | 0 | 0. | 2 | 13.8 | 0 | 0. | 7 | 58.3 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1900-1915 | 3 | 26.8 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 3 | 20.7 | 0 | 0. | 3 | 22.7 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1915-1930 | 2 | 17.3 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 2 | 13.8 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 1930-1945 | 3 | 25.6 | 0. | 2 | 9.6 | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 3 | 20.7 | 0 | 0. | 8 | 58.3 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 1945-2000 | 1 | 9.0 | 0. | 7 | 71.3 | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 2 | 13.8 | 0 | 0. | 7 | 55.9 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 2000-2015 | 8 | 64.0 | 0. | 7 | 59.3 | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 2 | 13.8 | 0 | 0. | 2 | 15.1 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 2015-2030 | 2 | 21.0 | 0. | 0 | 9.1 | 0 | 0. | 3 | 22.9 | 0 | 0. | 0 | 0. | 6 | 41.3 | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 2030-2045 | 0 | 0. | 0. | 0 | 0. | 0 | 0. | 0 | 6 | 61.8 | 0 | 0. | 0 | 0. | 4 | 27.6 | 0 | 0. | 7 | 51.1 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. |
| 2045-2100 | 0 | 0. | 0. | 0 | 0. | 0 | 0. | 0 | 7 | 71.6 | 0 | 0. | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 2100-2115 | 0 | 0. | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 2115-2130 | 0 | 0. | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 2130-2145 | 0 | 0. | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| 2145-2200 | 0 | 0. | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0 | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | 0. | |
| TOTAL | 259 | 31.9 | 2 | 459 | 59.8 | 70 | 8.4 | 182 | 25.5 | 149 | 17.8 | 57 | 7.0 | 208 | 21.4 | 12 | 1.5 | 218 | 24.7 | | | | | | | | | | | |

CARRIER/CART SUMMARIES
TIME: 500-2200

| TIME | CARRIERS | | | DIETARY CARTS | | | SURGICAL CARTS | | | GENL PURP CARTS | | | PHARMACY CARTS | | |
|-----------|----------|-----|-----|---------------|-----|-----|----------------|-----|-----|-----------------|-----|-----|----------------|-----|-----|
| | AVE | MIN | MAX | AVE | MIN | MAX | AVE | MIN | MAX | AVE | MIN | MAX | AVE | MIN | MAX |
| 500- 600 | 5.3 | 0 | 10 | .9 | 0 | 6 | 40.0 | 40 | 40 | 284.0 | 284 | 284 | 4.0 | 0 | 14 |
| 600- 700 | 11.4 | 8 | 16 | 15.3 | 6 | 24 | 40.0 | 40 | 40 | 299.5 | 284 | 314 | 12.1 | 3 | 14 |
| 700- 800 | 15.2 | 9 | 28 | 34.7 | 24 | 42 | 40.0 | 40 | 40 | 328.7 | 314 | 339 | .2 | 0 | 3 |
| 800- 900 | 25.8 | 12 | 35 | 40.7 | 34 | 45 | 40.0 | 40 | 40 | 337.5 | 332 | 339 | 0. | 0 | 0 |
| 900-1000 | 30.1 | 12 | 43 | 23.9 | 14 | 34 | 40.0 | 40 | 40 | 319.4 | 305 | 332 | 13.7 | 0 | 20 |
| 1000-1100 | 16.1 | 10 | 31 | 6.2 | 0 | 14 | 40.0 | 40 | 40 | 300.5 | 300 | 305 | 20.0 | 20 | 20 |
| 1100-1200 | 16.0 | 8 | 26 | 15.3 | 6 | 24 | 40.0 | 40 | 40 | 315.5 | 300 | 330 | 9.7 | 0 | 20 |
| 1200-1300 | 18.6 | 9 | 24 | 34.6 | 24 | 42 | 40.0 | 40 | 40 | 344.7 | 330 | 354 | 11.0 | 0 | 14 |
| 1300-1400 | 25.7 | 8 | 39 | 40.5 | 34 | 45 | 40.0 | 40 | 40 | 349.6 | 338 | 354 | 5.3 | 0 | 14 |
| 1400-1500 | 23.0 | 8 | 32 | 23.4 | 14 | 34 | 40.0 | 40 | 40 | 324.4 | 311 | 338 | 12.5 | 0 | 17 |
| 1500-1600 | 22.9 | 17 | 28 | 6.1 | 0 | 14 | 40.0 | 40 | 40 | 298.3 | 286 | 311 | 8.5 | 0 | 17 |
| 1600-1700 | 11.5 | 4 | 18 | 15.3 | 6 | 24 | 40.0 | 40 | 40 | 284.1 | 284 | 286 | 0. | 0 | 0 |
| 1700-1800 | 8.2 | 4 | 12 | 34.6 | 24 | 42 | 40.0 | 40 | 40 | 284.0 | 284 | 284 | 11.0 | 0 | 14 |
| 1800-1900 | 9.9 | 6 | 14 | 40.5 | 34 | 45 | 40.0 | 40 | 40 | 284.0 | 284 | 284 | 12.1 | 3 | 14 |
| 1900-2000 | 5.8 | 3 | 11 | 23.4 | 14 | 34 | 40.0 | 40 | 40 | 284.0 | 284 | 284 | 4.2 | 0 | 15 |
| 2000-2100 | 6.8 | 3 | 10 | 5.0 | 0 | 14 | 40.0 | 40 | 40 | 284.0 | 284 | 284 | 13.9 | 4 | 17 |
| 2100-2200 | .3 | 0 | 4 | 0. | 0 | 0 | 40.0 | 40 | 40 | 284.0 | 284 | 284 | .3 | 0 | 4 |
| 500-2200 | 14.9 | 0 | 43 | 21.2 | 0 | 45 | 40.0 | 40 | 40 | 306.2 | 284 | 354 | 8.1 | 0 | 20 |

ANNEX D

QUEUE STATISTICS

This annex contains summary statistics on the major lift queues on the sub-basement and basement levels. The content and format of these reports are explained in Annex B.

QUEUE STATISTICS

LIFT: A

FLOOR: S

QUEUE CAPACITY: 2

TIME: 500-2200

| TIME | CARTS IN QUEUE | | RECIR | DISTRIBUTION OF QUEUE LENGTH | | |
|-----------|----------------|-----|-------|------------------------------|-------|------|
| | AVE | MAX | | 0 | 1 | 2 |
| 500- 600 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 600- 700 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 700- 800 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 800- 900 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 900-1000 | .28 | 2 | 0 | 72.92 | 26.42 | .67 |
| 1000-1100 | .10 | 1 | 0 | 89.56 | 10.44 | 0. |
| 1100-1200 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1200-1300 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1300-1400 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1400-1500 | .24 | 1 | 0 | 75.92 | 24.08 | 0. |
| 1500-1600 | .60 | 2 | 0 | 48.94 | 41.92 | 9.14 |
| 1600-1700 | .02 | 1 | 0 | 98.25 | 1.75 | 0. |
| 1700-1800 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1800-1900 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1900-2000 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 2000-2100 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 2100-2200 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 500-2200 | .07 | 2 | 0 | 93.27 | 6.15 | .58 |

QUEUE STATISTICS

LIFT: B

FLOOR: S

QUEUE CAPACITY: 2

TIME: 500-2200

| TIME | CARTS IN QUEUE | | RECIR | DISTRIBUTION OF QUEUE LENGTH | | |
|-----------|----------------|-----|-------|------------------------------|------|----|
| | AVE | MAX | | 0 | 1 | 2 |
| 500- 600 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 600- 700 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 700- 800 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 800- 900 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 900-1000 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1000-1100 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1100-1200 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1200-1300 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1300-1400 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1400-1500 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1500-1600 | .01 | 1 | 0 | 98.81 | 1.19 | 0. |
| 1600-1700 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1700-1800 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1800-1900 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 1900-2000 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 2000-2100 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 2100-2200 | 0. | 0 | 0 | 100.00 | 0. | 0. |
| 500-2200 | .00 | 1 | 0 | 99.93 | .07 | 0. |

QUEUE STATISTICS

LIFT: C

FLOOR: S

QUEUE CAPACITY: 4

TIME: 500-2200

| TIME | CARTS IN QUEUE | | RECIR | DISTRIBUTION OF QUEUE LENGTH | | | | |
|-----------|----------------|-----|-------|------------------------------|-------|-------|----|----|
| | AVE | MAX | | 0 | 1 | 2 | 3 | 4 |
| 500- 600 | .16 | 1 | 0 | 84.33 | 15.67 | 0. | 0. | 0. |
| 600- 700 | .33 | 2 | 0 | 67.92 | 30.81 | 1.28 | 0. | 0. |
| 700- 800 | .24 | 1 | 0 | 75.56 | 24.44 | 0. | 0. | 0. |
| 800- 900 | .44 | 2 | 0 | 57.50 | 41.47 | 1.03 | 0. | 0. |
| 900-1000 | .39 | 2 | 0 | 61.25 | 38.06 | .69 | 0. | 0. |
| 1000-1100 | .22 | 2 | 0 | 78.94 | 20.11 | .94 | 0. | 0. |
| 1100-1200 | .49 | 2 | 0 | 59.14 | 33.17 | 7.69 | 0. | 0. |
| 1200-1300 | .70 | 2 | 0 | 43.11 | 44.17 | 12.72 | 0. | 0. |
| 1300-1400 | .37 | 2 | 0 | 63.44 | 36.53 | .03 | 0. | 0. |
| 1400-1500 | .40 | 1 | 0 | 59.61 | 40.39 | 0. | 0. | 0. |
| 1500-1600 | .02 | 1 | 0 | 98.42 | 1.58 | 0. | 0. | 0. |
| 1600-1700 | .68 | 2 | 0 | 42.81 | 46.42 | 10.78 | 0. | 0. |
| 1700-1800 | .58 | 2 | 0 | 51.47 | 39.39 | 9.14 | 0. | 0. |
| 1800-1900 | .24 | 1 | 0 | 76.25 | 23.75 | 0. | 0. | 0. |
| 1900-2000 | .14 | 1 | 0 | 85.75 | 14.25 | 0. | 0. | 0. |
| 2000-2100 | .11 | 1 | 0 | 88.92 | 11.08 | 0. | 0. | 0. |
| 2100-2200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 500-2200 | .32 | 2 | 0 | 70.26 | 27.13 | 2.61 | 0. | 0. |

QUEUE STATISTICS

LIFT: D

FLOOR: S

QUEUE CAPACITY: 4

TIME: 500-2200

| TIME | CARTS IN QUEUE | | RECIR | DISTRIBUTION OF QUEUE LENGTH | | | | |
|-----------|----------------|-----|-------|------------------------------|----|----|----|----|
| | AVE | MAX | | 0 | 1 | 2 | 3 | 4 |
| 500- 600 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 600- 700 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 700- 800 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 800- 900 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 900-1000 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 1000-1100 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 1100-1200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 1200-1300 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 1300-1400 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 1400-1500 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 1500-1600 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 1600-1700 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 1700-1800 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 1800-1900 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 1900-2000 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 2000-2100 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 2100-2200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |
| 500-2200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. |

QUEUE STATISTICS

LIFT: F

FLOOR: S

QUEUE CAPACITY: 3

TIME: 500-2200

| TIME | CARTS IN QUEUE | | RECIR | DISTRIBUTION OF QUEUE LENGTH | | | |
|-----------|----------------|-----|-------|------------------------------|-------|------|----|
| | AVE | MAX | | 0 | 1 | 2 | 3 |
| 500- 600 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 600- 700 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 700- 800 | .04 | 2 | 0 | 95.89 | 3.78 | .33 | 0. |
| 800- 900 | .14 | 2 | 0 | 86.06 | 13.61 | .33 | 0. |
| 900-1000 | .21 | 2 | 0 | 79.89 | 19.06 | 1.06 | 0. |
| 1000-1100 | .23 | 2 | 0 | 81.03 | 15.19 | 3.78 | 0. |
| 1100-1200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1200-1300 | .01 | 1 | 0 | 99.22 | .78 | 0. | 0. |
| 1300-1400 | .24 | 1 | 0 | 76.39 | 23.61 | 0. | 0. |
| 1400-1500 | .16 | 2 | 0 | 84.89 | 14.22 | .89 | 0. |
| 1500-1600 | .15 | 2 | 0 | 86.61 | 12.11 | 1.28 | 0. |
| 1600-1700 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1700-1800 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1800-1900 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1900-2000 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 2000-2100 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 2100-2200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 500-2200 | .07 | 2 | 0 | 93.53 | 6.02 | .45 | 0. |

QUEUE STATISTICS
 LIFT: K
 FLOOR: S
 QUEUE CAPACITY: 6
 TIME: 500-2200

| TIME | CARTS IN QUEUE | | RECIR | DISTRIBUTION OF QUEUE LENGTH | | | | | |
|-----------|----------------|-----|-------|------------------------------|-------|-----|----|----|----|
| | AVE | MAX | | 0 | 1 | 2 | 3 | 4 | 5 |
| 500- 600 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. | 0. |
| 600- 700 | .22 | 1 | 0 | 78.31 | 21.69 | 0. | 0. | 0. | 0. |
| 700- 800 | .05 | 1 | 0 | 94.86 | 5.14 | 0. | 0. | 0. | 0. |
| 800- 900 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. | 0. |
| 900-1000 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. | 0. |
| 1000-1100 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. | 0. |
| 1100-1200 | .37 | 2 | 0 | 63.64 | 35.58 | .78 | 0. | 0. | 0. |
| 1200-1300 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. | 0. |
| 1300-1400 | .27 | 1 | 0 | 73.17 | 26.83 | 0. | 0. | 0. | 0. |
| 1400-1500 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. | 0. |
| 1500-1600 | .32 | 2 | 0 | 68.28 | 31.17 | .56 | 0. | 0. | 0. |
| 1600-1700 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. | 0. |
| 1700-1800 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. | 0. | 0. |
| 1800-1900 | .22 | 1 | 0 | 78.31 | 21.69 | 0. | 0. | 0. | 0. |
| 1900-2000 | .05 | 1 | 0 | 94.86 | 5.14 | 0. | 0. | 0. | 0. |
| 2000-2100 | .26 | 1 | 0 | 74.39 | 25.61 | 0. | 0. | 0. | 0. |
| 2100-2200 | .06 | 1 | 0 | 94.25 | 5.75 | 0. | 0. | 0. | 0. |
| 500-2200 | .11 | 2 | 0 | 89.42 | 10.51 | .08 | 0. | 0. | 0. |

QUEUE STATISTICS

LIFT: C

FLOOR: B

QUEUE CAPACITY: 3

TIME: 500-2200

| TIME | CARTS IN QUEUE | | RECIR | DISTRIBUTION OF QUEUE LENGTH | | | |
|-----------|----------------|-----|-------|------------------------------|-------|-------|-------|
| | AVE | MAX | | 0 | 1 | 2 | 3 |
| 500- 600 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 600- 700 | .48 | 2 | 0 | 53.39 | 45.44 | 1.17 | 0. |
| 700- 800 | 1.40 | 3 | 0 | 17.83 | 44.83 | 16.67 | 20.67 |
| 800- 900 | 2.32 | 3 | 0 | 1.28 | 11.72 | 40.67 | 46.33 |
| 900-1000 | 1.04 | 3 | 0 | 40.17 | 29.89 | 16.06 | 13.89 |
| 1000-1100 | .07 | 1 | 0 | 93.33 | 6.67 | 0. | 0. |
| 1100-1200 | .85 | 3 | 0 | 35.67 | 45.00 | 17.94 | 1.39 |
| 1200-1300 | 2.19 | 3 | 0 | 8.06 | 19.67 | 17.28 | 55.00 |
| 1300-1400 | 2.30 | 3 | 0 | 3.78 | 11.94 | 35.00 | 49.28 |
| 1400-1500 | 1.18 | 3 | 0 | 26.22 | 40.28 | 22.50 | 11.00 |
| 1500-1600 | .04 | 1 | 0 | 95.56 | 4.44 | 0. | 0. |
| 1600-1700 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1700-1800 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1800-1900 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1900-2000 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 2000-2100 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 2100-2200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 500-2200 | .70 | 3 | 0 | 63.25 | 15.29 | 9.84 | 11.62 |

QUEUE STATISTICS

LIFT: D

FLOOR: B

QUEUE CAPACITY: 3

TIME: 500-2200

| TIME | CARTS IN QUEUE | | RECIR | DISTRIBUTION OF QUEUE LENGTH | | | |
|-----------|----------------|-----|-------|------------------------------|-------|------|----|
| | AVE | MAX | | 0 | 1 | 2 | 3 |
| 500- 600 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 600- 700 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 700- 800 | .05 | 1 | 0 | 95.17 | 4.83 | 0. | 0. |
| 800- 900 | .16 | 2 | 0 | 85.39 | 13.39 | 1.22 | 0. |
| 900-1000 | .07 | 1 | 0 | 93.06 | 6.94 | 0. | 0. |
| 1000-1100 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1100-1200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1200-1300 | .23 | 2 | 0 | 78.89 | 19.00 | 2.11 | 0. |
| 1300-1400 | .19 | 2 | 0 | 81.78 | 17.33 | .89 | 0. |
| 1400-1500 | .02 | 1 | 0 | 98.44 | 1.56 | 0. | 0. |
| 1500-1600 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1600-1700 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1700-1800 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1800-1900 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1900-2000 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 2000-2100 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 2100-2200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 500-2200 | .04 | 2 | 0 | 96.04 | 3.71 | .25 | 0. |

QUEUE STATISTICS

LIFT: E
 FLOOR: B
 QUEUE CAPACITY: 3
 TIME: 500-2200

| TIME | CARTS IN QUEUE | | RECIR | DISTRIBUTION OF QUEUE LENGTH | | | |
|-----------|----------------|-----|-------|------------------------------|----|----|----|
| | AVE | MAX | | 0 | 1 | 2 | 3 |
| 500- 600 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 600- 700 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 700- 800 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 800- 900 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 900-1000 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1000-1100 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1100-1200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1200-1300 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1300-1400 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1400-1500 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1500-1600 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1600-1700 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1700-1800 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1800-1900 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 1900-2000 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 2000-2100 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 2100-2200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |
| 500-2200 | 0. | 0 | 0 | 100.00 | 0. | 0. | 0. |

ANNEX E

DISPATCH SCHEDULES

This annex contains the dispatch schedules for each cart source. The content and format of these reports and codes used are explained in Annex B.

DISPATCH SCHEDULE
 SOURCE: BFS
 TIME PERIOD: 500 TO 900

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 545 | 4PT | A/J* | 606 |
| 551 | 2PT | B* | 612 |
| 557 | 4PT | T* | 618 |
| 603 | 2PT | T* | 624 |
| 610 | 3PT | B/J* | 630 |
| 617 | 5PT | A/B* | 638 |
| 623 | 6PT | A* | 644 |
| 629 | 7PT | A* | 651 |
| 634 | 8PT | A/B* | 655 |
| 642 | 9PT | A/B* | 703 |
| 648 | 2IC | ---* | 709 |
| 656 | 3PT | A* | 716 |
| 702 | 5PT | T* | 723 |
| 707 | 6PT | B* | 728 |
| 712 | 7PT | B* | 733 |
| 717 | 8PT | T/J* | 738 |
| 723 | 9PT | J* | 744 |
| 729 | 3PT | T* | 751 |
| 735 | 5PT | J* | 756 |
| 741 | 6PT | T* | 802 |
| 747 | 7PT | T* | 809 |
| 753 | 1PT | T* | 814 |
| 759 | 6PT | J* | 821 |
| 805 | 7PT | J* | 826 |
| 808 | 1PT | FL | 830 |
| 810 | 2IC | --- | 831 |
| 812 | 2PT | FL | 833 |
| 814 | 3PT | FL | 836 |
| 816 | 4PT | FL | 837 |
| 818 | 5PT | FL | 840 |
| 820 | 6PT | FL | 842 |
| 822 | 7PT | FL | 843 |
| 824 | 8PT | FL | 845 |
| 826 | 9PT | FL | 848 |

TOTAL CARTS DURING PERIOD 34

DISPATCH SCHEDULE
 SOURCE: BFS
 TIME PERIOD: 900 TO 1400

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 914 | BDE | --- | 954 |
| 1042 | BLN | --- | 1115 |
| 1045 | 4PT | A/J* | 1106 |
| 1051 | 2PT | B* | 1113 |
| 1057 | 4PT | T* | 1118 |
| 1103 | 2PT | T* | 1125 |
| 1110 | 3PT | B/J* | 1131 |
| 1117 | 5PT | A/B* | 1138 |
| 1123 | 6PT | A* | 1144 |
| 1129 | 7PT | A* | 1150 |
| 1134 | 8PT | A/B* | 1155 |
| 1142 | 9PT | A/B* | 1203 |
| 1148 | 2IC | ---* | 1209 |
| 1156 | 3PT | A* | 1217 |
| 1202 | 5PT | T* | 1223 |
| 1207 | 6PT | B* | 1229 |
| 1212 | 7PT | B* | 1234 |
| 1217 | 8PT | T/J* | 1239 |
| 1223 | 9PT | J* | 1245 |
| 1229 | 3PT | T* | 1250 |
| 1235 | 5PT | J* | 1256 |
| 1241 | 6PT | T* | 1302 |
| 1247 | 7PT | T* | 1308 |
| 1253 | 1PT | T* | 1314 |
| 1259 | 6PT | J* | 1320 |
| 1305 | 7PT | J* | 1326 |
| 1308 | 1PT | FL | 1329 |
| 1310 | 2IC | --- | 1332 |
| 1312 | 2PT | FL | 1333 |
| 1314 | 3PT | FL | 1335 |
| 1316 | 4PT | FL | 1337 |
| 1318 | 5PT | FL | 1339 |
| 1320 | 6PT | FL | 1341 |
| 1322 | 7PT | FL | 1343 |
| 1324 | 8PT | FL | 1345 |
| 1326 | 9PT | FL | 1347 |

TOTAL CARTS DURING PERIOD 36

DISPATCH SCHEDULE
 SOURCE: BFS
 TIME PERIOD: 1400 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 1545 | 4PT | A/J* | 1606 |
| 1551 | 2PT | B* | 1612 |
| 1557 | 4PT | T* | 1618 |
| 1603 | 2PT | T* | 1624 |
| 1610 | 3PT | B/J* | 1630 |
| 1617 | 5PT | A/B* | 1639 |
| 1623 | 6PT | A* | 1644 |
| 1629 | 7PT | A* | 1650 |
| 1634 | 8PT | A/B* | 1655 |
| 1642 | 9PT | A/B* | 1703 |
| 1648 | 2IC | ---* | 1708 |
| 1656 | 3PT | A* | 1717 |
| 1702 | 5PT | T* | 1723 |
| 1707 | 6PT | B* | 1729 |
| 1712 | 7PT | B* | 1733 |
| 1717 | 8PT | T/J* | 1739 |
| 1723 | 9PT | J* | 1744 |
| 1729 | 3PT | T* | 1749 |
| 1735 | 5PT | J* | 1756 |
| 1741 | 6PT | T* | 1802 |
| 1747 | 7PT | T* | 1808 |
| 1753 | 1PT | T* | 1813 |
| 1759 | 6PT | J* | 1820 |
| 1805 | 7PT | J* | 1826 |
| 1808 | 1PT | FL | 1828 |
| 1810 | 2IC | --- | 1830 |
| 1812 | 2PT | FL | 1832 |
| 1814 | 3PT | FL | 1835 |
| 1816 | 4PT | FL | 1837 |
| 1818 | 5PT | FL | 1839 |
| 1820 | 6PT | FL | 1841 |
| 1822 | 7PT | FL | 1843 |
| 1824 | 8PT | FL | 1845 |
| 1826 | 9PT | FL | 1847 |

TOTAL CARTS DURING PERIOD 34

DISPATCH SCHEDULE
 SOURCE: BLN
 TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 730 | 1PT | T | 740 |
| 732 | 2PT | T | 743 |
| 734 | 3PT | T | 746 |
| 736 | 4PT | T | 748 |
| 738 | 5PT | T | 749 |
| 740 | 6PT | T | 752 |
| 742 | 7PT | T | 755 |
| 744 | 8PT | T | 758 |
| 746 | 1PT | T | 759 |
| 748 | 2PT | T | 800 |
| 750 | 3PT | T | 803 |
| 752 | 4PT | T | 804 |
| 754 | 5PT | T | 806 |
| 756 | 6PT | T | 807 |
| 758 | 7PT | T | 810 |
| 800 | 8PT | T | 812 |
| 802 | 3PT | J | 811 |
| 804 | 4PT | J | 816 |
| 806 | 5PT | J | 817 |
| 808 | 6PT | J | 820 |
| 810 | 7PT | J | 823 |
| 812 | 8PT | J | 824 |
| 814 | 9PT | J | 823 |
| 816 | 5PT | J | 828 |
| 818 | 6PT | J | 827 |
| 820 | 7PT | J | 834 |
| 822 | 8PT | J | 839 |
| 824 | 9PT | J | 846 |
| 826 | 3PT | A | 835 |
| 828 | 4PT | A | 850 |
| 830 | 5PT | A | 839 |
| 832 | 6PT | A | 851 |
| 834 | 7PT | A | 843 |
| 836 | 8PT | A | 845 |
| 838 | 9PT | A | 853 |
| 840 | 3PT | A | 849 |
| 842 | 2PT | B | 854 |
| 844 | 3PT | B | 855 |
| 846 | 5PT | B | 857 |
| 848 | 6PT | B | 858 |
| 850 | 7PT | B | 900 |
| 852 | 8PT | B | 901 |
| 854 | 9PT | B | 903 |
| 856 | 2PT | B | 905 |
| 858 | 1CL | PED | 918 |
| 900 | BCL | ORT | 920 |

| | | | |
|-----|-----|-----|------|
| 902 | 1CL | PED | 922 |
| 904 | 2IC | --- | 909 |
| 906 | BCL | ORT | 926 |
| 908 | 1CL | MED | 930 |
| 910 | 2OR | --- | 918 |
| 912 | 1CL | MED | 932 |
| 914 | 2CL | LAB | 936 |
| 916 | BCL | SUR | 940 |
| 918 | 1CL | CAR | 941 |
| 920 | BFS | --- | 1007 |
| 922 | BCL | SUR | 943 |
| 924 | 1CL | CAR | 944 |
| 926 | 2OR | --- | 934 |
| 928 | BCL | EME | 948 |
| 930 | 1CL | OBG | 950 |
| 932 | 2IC | --- | 937 |
| 934 | BCL | EME | 956 |
| 936 | 1CL | OBG | 1005 |
| 938 | BCL | RAD | 1007 |
| 940 | 1CL | ALL | 1008 |
| 942 | BCL | RAD | 1002 |
| 944 | 1CL | ALL | 1004 |

TOTAL CARTS DURING PERIOD 68

DISPATCH SCHEDULE
 SOURCE: BPS
 TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 1230 | 1PT | T | 1240 |
| 1232 | 2PT | T | 1243 |
| 1234 | 3PT | T | 1244 |
| 1236 | 4PT | T | 1245 |
| 1238 | 5PT | T | 1252 |
| 1240 | 6PT | T | 1249 |
| 1242 | 7PT | T | 1251 |
| 1244 | 8PT | T | 1257 |
| 1246 | 1PT | T | 1255 |
| 1248 | 2PT | T | 1300 |
| 1250 | 3PT | T | 1259 |
| 1252 | 4PT | T | 1305 |
| 1254 | 5PT | T | 1303 |
| 1256 | 6PT | T | 1305 |
| 1258 | 7PT | T | 1311 |
| 1300 | 8PT | T | 1309 |
| 1302 | 1PT | RAD | 1311 |
| 1304 | 3PT | J | 1317 |
| 1306 | 4PT | J | 1315 |
| 1308 | 5PT | J | 1317 |
| 1310 | 6PT | J | 1323 |
| 1312 | 7PT | J | 1321 |
| 1314 | 8PT | J | 1323 |
| 1316 | 9PT | J | 1330 |
| 1318 | 1PT | RAD | 1327 |
| 1320 | 5PT | J | 1329 |
| 1322 | 6PT | J | 1331 |
| 1324 | 7PT | J | 1334 |
| 1326 | 8PT | J | 1335 |
| 1328 | 9PT | J | 1349 |
| 1330 | 1PT | RAD | 1340 |
| 1332 | 3PT | A | 1350 |
| 1334 | 4PT | A | 1343 |
| 1336 | 5PT | A | 1352 |
| 1338 | 6PT | A | 1347 |
| 1340 | 7PT | A | 1349 |
| 1342 | 8PT | A | 1353 |
| 1344 | 9PT | A | 1355 |
| 1346 | 3PT | A | 1356 |
| 1348 | 1PT | RAD | 1357 |
| 1350 | 2PT | B | 1359 |
| 1352 | 3PT | B | 1401 |
| 1354 | 5PT | B | 1403 |
| 1356 | 6PT | B | 1405 |
| 1358 | 7PT | B | 1407 |
| 1400 | 8PT | B | 1409 |

| | | | |
|------|-----|-----|------|
| 1402 | 9PT | B | 1411 |
| 1404 | 2PT | B | 1414 |
| 1406 | BCL | ORT | 1428 |
| 1408 | 1CL | MED | 1430 |
| 1410 | 2IC | --- | 1415 |
| 1412 | BCL | ORT | 1434 |
| 1414 | 1CL | MED | 1438 |
| 1416 | 2IC | --- | 1421 |
| 1418 | BCL | SUR | 1442 |
| 1420 | 1CL | CAR | 1443 |
| 1422 | 2CL | LAB | 1444 |
| 1424 | BCL | SUR | 1448 |
| 1426 | 1CL | CAR | 1450 |
| 1428 | 2CL | LAB | 1456 |
| 1430 | BCL | EME | 1459 |
| 1432 | 1CL | OBG | 1500 |
| 1434 | 2CL | LAB | 1454 |
| 1436 | BCL | EME | 1501 |
| 1438 | 1CL | OBG | 1458 |
| 1440 | 2CL | LAB | 1503 |
| 1442 | BCL | RAD | 1504 |
| 1444 | 1CL | ALL | 1505 |
| 1446 | 2CL | LAB | 1506 |
| 1448 | 1CL | PED | 1508 |
| 1450 | 2CL | LAB | 1510 |
| 1452 | BCL | RAD | 1512 |
| 1454 | 1CL | ALL | 1514 |
| 1456 | 2CL | LAB | 1516 |
| 1458 | 1CL | PED | 1518 |

TOTAL CARTS DURING PERIOD 75

DISPATCH SCHEDULE
SOURCE: BDE
TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 600 | 1PT | T | 611 |
| 602 | 2PT | T | 613 |
| 604 | 3PT | T | 615 |
| 606 | 4PT | T | 617 |
| 608 | 5PT | T | 620 |
| 610 | 6PT | T | 621 |
| 612 | 7PT | T | 623 |
| 614 | 8PT | T | 626 |
| 616 | 1PT | T | 627 |
| 618 | 2PT | T | 629 |
| 620 | 3PT | T | 632 |
| 622 | 4PT | T | 633 |
| 624 | 5PT | T | 635 |
| 626 | 6PT | T | 637 |
| 628 | 7PT | T | 640 |
| 630 | 8PT | T | 642 |
| 632 | 3PT | J | 643 |
| 634 | 4PT | J | 646 |
| 636 | 5PT | J | 647 |
| 638 | 6PT | J | 649 |
| 640 | 7PT | J | 652 |
| 642 | 8PT | J | 654 |
| 644 | 9PT | J | 657 |
| 646 | 5PT | J | 659 |
| 648 | 6PT | J | 700 |
| 650 | 7PT | J | 702 |
| 652 | 8PT | J | 705 |
| 654 | 9PT | J | 706 |
| 656 | 3PT | A | 708 |
| 658 | 4PT | A | 710 |
| 700 | 5PT | A | 712 |
| 702 | 6PT | A | 713 |
| 704 | 7PT | A | 715 |
| 706 | 8PT | A | 718 |
| 708 | 9PT | A | 720 |
| 710 | 3PT | A | 721 |
| 712 | 2PT | B | 724 |
| 714 | 3PT | B | 725 |
| 716 | 5PT | B | 727 |
| 718 | 6PT | B | 730 |
| 720 | 7PT | B | 731 |
| 722 | 8PT | B | 735 |
| 724 | 9PT | B | 736 |
| 726 | 2PT | B | 739 |
| 728 | 1CL | PED | 753 |
| 730 | BCL | ORT | 752 |

| | | | |
|------|-----|-----|------|
| 732 | 1CL | PED | 759 |
| 734 | 2IC | --- | 739 |
| 736 | BCL | ORT | 758 |
| 738 | 1CL | MED | 805 |
| 740 | 2OR | --- | 748 |
| 742 | 1CL | MED | 804 |
| 744 | 2CL | LAB | 806 |
| 746 | BCL | SUR | 808 |
| 748 | 1CL | CAR | 810 |
| 750 | BFS | --- | 837 |
| 752 | BCL | SUR | 814 |
| 754 | 1CL | CAR | 816 |
| 756 | 2OR | --- | 804 |
| 758 | BCL | EME | 824 |
| 800 | 1CL | OBG | 823 |
| 802 | 2IC | --- | 807 |
| 804 | BCL | EME | 829 |
| 806 | 1CL | OBG | 828 |
| 808 | BCL | RAD | 830 |
| 810 | 1CL | ALL | 838 |
| 812 | BCL | RAD | 835 |
| 814 | 1CL | ALL | 843 |
| 816 | BBS | --- | 832 |
| 818 | BBS | --- | 834 |
| 820 | BBS | --- | 836 |
| 822 | BBS | --- | 838 |
| 824 | BBS | --- | 840 |
| 826 | BBS | --- | 842 |
| 828 | BBS | --- | 844 |
| 830 | BBS | --- | 846 |
| 832 | BBS | --- | 848 |
| 834 | BBS | --- | 850 |
| 836 | BBS | --- | 852 |
| 838 | BBS | --- | 854 |
| 840 | BBS | --- | 856 |
| 842 | BBS | --- | 858 |
| 844 | BBS | --- | 900 |
| 846 | BBS | --- | 902 |
| 1100 | 1PT | T | 1111 |
| 1102 | 2PT | T | 1115 |
| 1104 | 3PT | T | 1119 |
| 1106 | 4PT | T | 1120 |
| 1108 | 5PT | T | 1122 |
| 1110 | 6PT | T | 1123 |
| 1112 | 7PT | T | 1126 |
| 1114 | 8PT | T | 1128 |
| 1116 | 1PT | T | 1129 |
| 1118 | 2PT | T | 1130 |
| 1120 | 3PT | T | 1133 |
| 1122 | 4PT | T | 1134 |
| 1124 | 5PT | T | 1135 |
| 1126 | 6PT | T | 1137 |
| 1128 | 7PT | T | 1140 |
| 1130 | 8PT | T | 1142 |

| | | | |
|------|-----|-----|------|
| 1132 | 1PT | RAD | 1143 |
| 1134 | 3PT | J | 1146 |
| 1136 | 4PT | J | 1147 |
| 1138 | 5PT | J | 1149 |
| 1140 | 6PT | J | 1152 |
| 1142 | 7PT | J | 1154 |
| 1144 | 8PT | J | 1157 |
| 1146 | 9PT | J | 1158 |
| 1148 | 1PT | RAD | 1200 |
| 1150 | 5PT | J | 1201 |
| 1152 | 6PT | J | 1204 |
| 1154 | 7PT | J | 1206 |
| 1156 | 8PT | J | 1207 |
| 1158 | 9PT | J | 1210 |
| 1200 | 1PT | RAD | 1212 |
| 1202 | 3PT | A | 1213 |
| 1204 | 4PT | A | 1242 |
| 1206 | 5PT | A | 1243 |
| 1208 | 6PT | A | 1246 |
| 1210 | 7PT | A | 1221 |
| 1212 | 8PT | A | 1223 |
| 1214 | 9PT | A | 1225 |
| 1216 | 3PT | A | 1227 |
| 1218 | 1PT | RAD | 1229 |
| 1220 | 2PT | B | 1231 |
| 1222 | 3PT | B | 1233 |
| 1224 | 5PT | B | 1235 |
| 1226 | 6PT | B | 1237 |
| 1228 | 7PT | B | 1239 |
| 1230 | 8PT | B | 1241 |
| 1232 | 9PT | B | 1248 |
| 1234 | 2PT | B | 1251 |
| 1236 | BCL | ORT | 1258 |
| 1238 | 1CL | MED | 1305 |
| 1240 | 2IC | --- | 1245 |
| 1242 | BCL | ORT | 1306 |
| 1244 | 1CL | MED | 1310 |
| 1246 | 2IC | --- | 1251 |
| 1248 | BCL | SUR | 1312 |
| 1250 | 1CL | CAR | 1315 |
| 1252 | 2CL | LAB | 1317 |
| 1254 | BCL | SUR | 1318 |
| 1256 | 1CL | CAR | 1321 |
| 1258 | 2CL | LAB | 1323 |
| 1300 | BCL | EME | 1325 |
| 1302 | 1CL | OBG | 1327 |
| 1304 | 2CL | LAB | 1329 |
| 1306 | BCL | EME | 1330 |
| 1308 | 1CL | OBG | 1333 |
| 1310 | 2CL | LAB | 1335 |
| 1312 | BCL | RAD | 1336 |
| 1314 | 1CL | ALL | 1339 |
| 1316 | 2CL | LAB | 1345 |
| 1318 | 1CL | PED | 1347 |

| | | | |
|------|-----|-----|------|
| 1320 | 2CL | LAB | 1351 |
| 1322 | BCL | RAD | 1344 |
| 1324 | 1CL | ALL | 1355 |
| 1326 | 2CL | LAB | 1349 |
| 1328 | 1CL | PED | 1350 |

TOTAL CARTS DURING PERIOD 159

DISPATCH SCHEDULE
SOURCE: BBS
TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 930 | 1PT | RAD | 942 |
| 932 | BCL | RAD | 959 |
| 934 | 2CL | LAB | 957 |
| 936 | 1PT | RAD | 947 |
| 938 | BCL | RAD | 1000 |
| 940 | 2CL | LAB | 1003 |
| 942 | 1PT | RAD | 954 |
| 944 | BCL | RAD | 1009 |
| 946 | 2CL | LAB | 1010 |
| 948 | 1PT | RAD | 959 |
| 950 | BCL | RAD | 1013 |
| 952 | 2CL | LAB | 1015 |
| 954 | 1PT | RAD | 1005 |
| 956 | BCL | RAD | 1019 |
| 958 | 2CL | LAB | 1022 |
| 1000 | 2CL | LAB | 1023 |

TOTAL CARTS DURING PERIOD 16

DISPATCH SCHEDULE

SOURCE: BCH

TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 500 | 20R | ---* | 503 |
| 501 | 20R | ---* | 504 |
| 502 | 20R | ---* | 506 |
| 503 | 20R | ---* | 507 |
| 504 | 20R | ---* | 508 |
| 505 | 20R | ---* | 516 |
| 506 | 20R | ---* | 510 |
| 507 | 20R | ---* | 511 |
| 508 | 20R | ---* | 512 |
| 509 | 20R | ---* | 520 |
| 510 | 20R | ---* | 513 |
| 511 | 20R | ---* | 515 |
| 512 | 20R | ---* | 526 |
| 513 | 20R | ---* | 517 |
| 514 | 20R | ---* | 525 |
| 515 | 20R | ---* | 518 |
| 516 | 20R | ---* | 523 |
| 517 | 20R | ---* | 521 |
| 518 | 20R | ---* | 522 |
| 519 | 20R | ---* | 529 |

TOTAL CARTS DURING PERIOD 20

DISPATCH SCHEDULE
SOURCE: BPH
TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 530 | 7PT | A | 543 |
| 532 | 8PT | A | 545 |
| 534 | 9PT | A | 547 |
| 536 | 3PT | A | 549 |
| 538 | 4PT | A | 551 |
| 540 | 5PT | A | 553 |
| 542 | 6PT | A | 555 |
| 544 | 7PT | B | 557 |
| 546 | 8PT | B | 559 |
| 548 | 9PT | B | 601 |
| 550 | 2PT | B | 603 |
| 552 | 3PT | B | 605 |
| 554 | 5PT | B | 608 |
| 556 | 6PT | B | 609 |
| 900 | 1PT | T | 913 |
| 902 | 2PT | T | 916 |
| 904 | 3PT | T | 918 |
| 906 | 4PT | T | 919 |
| 908 | 5PT | T | 922 |
| 910 | 6PT | T | 923 |
| 912 | 7PT | T | 926 |
| 914 | 8PT | T | 927 |
| 916 | BCL | FL | 923 |
| 918 | 1CL | FL | 927 |
| 920 | 2CL | FL | 928 |
| 922 | 21C | --- | 935 |
| 924 | 20R | --- | 925 |
| 926 | 3PT | J | 940 |
| 928 | 4PT | J | 941 |
| 930 | 5PT | J | 944 |
| 932 | 6PT | J | 946 |
| 934 | 7PT | J | 949 |
| 936 | 8PT | J | 950 |
| 938 | 9PT | J | 952 |
| 1200 | 7PT | A | 1214 |
| 1202 | 8PT | A | 1216 |
| 1204 | 9PT | A | 1219 |
| 1206 | 3PT | A | 1220 |
| 1208 | 4PT | A | 1222 |
| 1210 | 5PT | A | 1224 |
| 1212 | 6PT | A | 1226 |
| 1214 | 7PT | B | 1227 |
| 1216 | 8PT | B | 1230 |
| 1218 | 9PT | B | 1232 |
| 1220 | 2PT | B | 1235 |
| 1222 | 3PT | B | 1236 |

| | | | |
|------|-----|-----|------|
| 1224 | 5PT | B | 1237 |
| 1226 | 6PT | B | 1240 |
| 1400 | 1PT | T | 1413 |
| 1402 | 2PT | T | 1415 |
| 1404 | 3PT | T | 1418 |
| 1406 | 4PT | T | 1420 |
| 1408 | 5PT | T | 1421 |
| 1410 | 6PT | T | 1424 |
| 1412 | 7PT | T | 1425 |
| 1414 | 8PT | T | 1428 |
| 1416 | 2IC | --- | 1429 |
| 1418 | 2OR | --- | 1419 |
| 1420 | 3PT | J | 1434 |
| 1422 | 4PT | J | 1435 |
| 1424 | 5PT | J | 1438 |
| 1426 | 6PT | J | 1440 |
| 1428 | 7PT | J | 1442 |
| 1430 | 8PT | J | 1444 |
| 1432 | 9PT | J | 1446 |
| 1700 | 7PT | A | 1713 |
| 1702 | 8PT | A | 1715 |
| 1704 | 9PT | A | 1718 |
| 1706 | 3PT | A | 1720 |
| 1708 | 4PT | A | 1721 |
| 1710 | 5PT | A | 1724 |
| 1712 | 6PT | A | 1725 |
| 1714 | 7PT | B | 1727 |
| 1716 | 8PT | B | 1730 |
| 1718 | 9PT | B | 1732 |
| 1720 | 2PT | B | 1735 |
| 1722 | 3PT | B | 1736 |
| 1724 | 5PT | B | 1737 |
| 1726 | 6PT | B | 1740 |
| 1930 | 1PT | T | 1943 |
| 1932 | 2PT | T | 1945 |
| 1934 | 3PT | T | 1947 |
| 1936 | 4PT | T | 1949 |
| 1938 | 5PT | T | 1951 |
| 1940 | 6PT | T | 1953 |
| 1942 | 7PT | T | 1955 |
| 1944 | 8PT | T | 1957 |
| 1946 | 2IC | --- | 1959 |
| 1948 | 2OR | --- | 1949 |
| 1950 | 3PT | J | 2003 |
| 1952 | 4PT | J | 2005 |
| 1954 | 5PT | J | 2007 |
| 1956 | 6PT | J | 2009 |
| 1958 | 7PT | J | 2011 |
| 2000 | 8PT | J | 2013 |
| 2002 | 9PT | J | 2015 |

TOTAL CARTS DURING PERIOD 96

DISPATCH SCHEDULE
SOURCE: BCL
TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 912 | BDE | ORT | 925 |
| 920 | BDE | ORT | 933 |
| 930 | BDE | SUR | 943 |
| 934 | BDE | SUR | 948 |
| 940 | BDE | EME | 953 |
| 946 | BDE | EME | 959 |
| 950 | BDE | RAD | 1003 |
| 954 | BDE | RAD | 1008 |
| 1022 | BLN | ORT | 1045 |
| 1028 | BLN | ORT | 1048 |
| 1038 | BLN | SUR | 1059 |
| 1044 | BLN | SUR | 1104 |
| 1050 | BLN | EME | 1110 |
| 1056 | BLN | EME | 1116 |
| 1100 | BLN | RAD | 1120 |
| 1104 | BLN | RAD | 1125 |
| 1116 | BPH | FL | 1130 |
| 1415 | BDE | ORT | 1428 |
| 1421 | BDE | ORT | 1434 |
| 1427 | BDE | SUR | 1440 |
| 1433 | BDE | SUR | 1446 |
| 1439 | BDE | EME | 1452 |
| 1445 | BDE | EME | 1458 |
| 1451 | BDE | RAD | 1505 |
| 1501 | BDE | RAD | 1517 |
| 1522 | BDE | RAD | 1535 |
| 1528 | BDE | RAD | 1541 |
| 1534 | BDE | RAD | 1547 |
| 1540 | BDE | RAD | 1553 |
| 1546 | BDE | RAD | 1559 |
| 1550 | BPS | ORT | 1607 |
| 1556 | BPS | ORT | 1613 |
| 1602 | BPS | SUR | 1619 |
| 1608 | BPS | SUR | 1625 |
| 1614 | BPS | EME | 1631 |
| 1620 | BPS | EME | 1637 |
| 1626 | BPS | RAD | 1643 |
| 1636 | BPS | RAD | 1654 |

TOTAL CARTS DURING PERIOD 38

DISPATCH SCHEDULE
SOURCE: ICL
TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 910 | BDE | PED | 923 |
| 916 | BDE | PED | 929 |
| 922 | BDE | MED | 935 |
| 926 | BDE | MED | 940 |
| 932 | BDE | CAR | 946 |
| 936 | BDE | CAR | 949 |
| 942 | BDE | OBG | 955 |
| 948 | BDE | OBG | 1001 |
| 952 | BDE | ALL | 1006 |
| 956 | BDE | ALL | 1010 |
| 1020 | BLN | PED | 1041 |
| 1024 | BLN | PED | 1046 |
| 1030 | BLN | MED | 1051 |
| 1034 | BLN | MED | 1055 |
| 1040 | BLN | CAR | 1101 |
| 1046 | BLN | CAR | 1107 |
| 1052 | BLN | OBG | 1113 |
| 1058 | BLN | OBG | 1119 |
| 1102 | BLN | ALL | 1123 |
| 1106 | BLN | ALL | 1128 |
| 1118 | BPH | FL | 1132 |
| 1417 | BDE | MED | 1430 |
| 1423 | BDE | MED | 1436 |
| 1429 | BDE | CAR | 1442 |
| 1435 | BDE | CAR | 1448 |
| 1441 | BDE | OBG | 1454 |
| 1447 | BDE | OBG | 1500 |
| 1453 | BDE | ALL | 1507 |
| 1457 | BDE | PED | 1512 |
| 1503 | BDE | ALL | 1520 |
| 1507 | BDE | PED | 1520 |
| 1552 | BPS | MED | 1609 |
| 1558 | BPS | MED | 1615 |
| 1604 | BPS | CAR | 1621 |
| 1610 | BPS | CAR | 1627 |
| 1616 | BPS | OBG | 1633 |
| 1622 | BPS | OBG | 1639 |
| 1628 | BPS | ALL | 1645 |
| 1632 | BPS | PED | 1649 |
| 1638 | BPS | ALL | 1655 |
| 1642 | BPS | PED | 1700 |

TOTAL CARTS DURING PERIOD 41

DISPATCH SCHEDULE
SOURCE: 2CL
TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 928 | BDE | LAB | 941 |
| 1036 | BLN | LAB | 1057 |
| 1120 | BPH | FL | 1134 |
| 1431 | BDE | LAB | 1445 |
| 1437 | BDE | LAB | 1451 |
| 1443 | BDE | LAB | 1457 |
| 1449 | BDE | LAB | 1503 |
| 1455 | BDE | LAB | 1510 |
| 1459 | BDE | LAB | 1515 |
| 1505 | BDE | LAB | 1524 |
| 1524 | BDE | LAB | 1538 |
| 1530 | BDE | LAB | 1544 |
| 1536 | BDE | LAB | 1550 |
| 1542 | BDE | LAB | 1556 |
| 1548 | BDE | LAB | 1602 |
| 1550 | BDE | LAB | 1604 |
| 1606 | BPS | LAB | 1623 |
| 1612 | BPS | LAB | 1629 |
| 1618 | BPS | LAB | 1635 |
| 1624 | BPS | LAB | 1641 |
| 1630 | BPS | LAB | 1647 |
| 1634 | BPS | LAB | 1652 |
| 1640 | BPS | LAB | 1659 |

TOTAL CARTS DURING PERIOD 23

DISPATCH SCHEDULE
SOURCE: 1PT
TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 745 | BDE | T | 747 |
| 801 | BDE | T | 804 |
| 900 | BLN | T | 912 |
| 916 | BLN | T | 928 |
| 936 | BFS | T* | 956 |
| 1000 | BFS | FL | 1020 |
| 1100 | BPH | T | 1109 |
| 1245 | BDE | T | 1246 |
| 1301 | BDE | T | 1303 |
| 1317 | BDE | RAD | 1318 |
| 1333 | BDE | RAD | 1334 |
| 1345 | BDE | RAD | 1346 |
| 1401 | BDE | RAD | 1403 |
| 1420 | BPS | T | 1428 |
| 1436 | BFS | T* | 1455 |
| 1436 | BPS | T | 1444 |
| 1452 | BPS | RAD | 1500 |
| 1500 | BFS | FL | 1519 |
| 1500 | BPH | T | 1509 |
| 1508 | BPS | RAD | 1521 |
| 1520 | BPS | RAD | 1537 |
| 1520 | BDE | RAD | 1522 |
| 1526 | BDE | RAD | 1527 |
| 1532 | BDE | RAD | 1533 |
| 1536 | BPS | RAD | 1554 |
| 1538 | BDE | RAD | 1539 |
| 1544 | BDE | RAD | 1545 |
| 1936 | BFS | T* | 1955 |
| 2000 | BFS | FL | 2019 |
| 2025 | BPH | T | 2034 |

TOTAL CARTS DURING PERIOD 30

DISPATCH SCHEDULE

SOURCE: 2PT

TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 650 | BPH | B | 659 |
| 736 | BFS | B* | 755 |
| 747 | BDE | T | 749 |
| 748 | BFS | T* | 807 |
| 803 | BDE | T | 805 |
| 857 | BDE | B | 900 |
| 902 | BLN | T | 914 |
| 911 | BDE | B | 914 |
| 918 | BLN | T | 930 |
| 1004 | BFS | FL | 1024 |
| 1012 | BLN | B | 1024 |
| 1026 | BLN | B | 1038 |
| 1102 | BPH | T | 1111 |
| 1236 | BFS | B* | 1255 |
| 1247 | BDE | T | 1248 |
| 1248 | BFS | T* | 1307 |
| 1303 | BDE | T | 1304 |
| 1320 | BPH | B | 1329 |
| 1405 | BDE | B | 1406 |
| 1419 | BDE | B | 1421 |
| 1422 | BPS | T | 1430 |
| 1438 | BPS | T | 1446 |
| 1502 | BPH | T | 1513 |
| 1504 | BFS | FL | 1523 |
| 1540 | BPS | B | 1558 |
| 1554 | BPS | B | 1609 |
| 1736 | BFS | B* | 1755 |
| 1748 | BFS | T* | 1807 |
| 1850 | BPH | B | 1859 |
| 2004 | BFS | FL | 2023 |
| 2027 | BPH | T | 2036 |

TOTAL CARTS DURING PERIOD 31

DISPATCH SCHEDULE
 SOURCE: 3PT
 TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 636 | BPH | A | 645 |
| 652 | BPH | B | 701 |
| 749 | BDE | T | 751 |
| 754 | BFS | B/J* | 813 |
| 805 | BDE | T | 807 |
| 817 | BDE | J | 819 |
| 836 | BFS | A* | 856 |
| 841 | BDE | A | 844 |
| 855 | BDE | A | 859 |
| 859 | BDE | B | 902 |
| 904 | BLN | T | 916 |
| 912 | BFS | T* | 933 |
| 920 | BLN | T | 932 |
| 932 | BLN | J | 944 |
| 956 | BLN | A | 1008 |
| 1006 | BFS | FL | 1026 |
| 1010 | BLN | A | 1022 |
| 1014 | BLN | B | 1026 |
| 1104 | BPH | T | 1113 |
| 1126 | BPH | J | 1135 |
| 1249 | BDE | T | 1251 |
| 1254 | BFS | B/J* | 1313 |
| 1305 | BDE | T | 1307 |
| 1306 | BPH | A | 1315 |
| 1319 | BDE | J | 1321 |
| 1322 | BPH | B | 1331 |
| 1336 | BFS | A* | 1355 |
| 1347 | BDE | A | 1349 |
| 1403 | BDE | A | 1405 |
| 1407 | BDE | B | 1409 |
| 1412 | BFS | T* | 1431 |
| 1424 | BPS | T | 1432 |
| 1440 | BPS | T | 1448 |
| 1454 | BPS | J | 1502 |
| 1504 | BPH | T | 1516 |
| 1506 | BFS | FL | 1526 |
| 1520 | BPH | J | 1536 |
| 1522 | BPS | A | 1544 |
| 1538 | BPS | A | 1557 |
| 1542 | BPS | B | 1605 |
| 1754 | BFS | B/J* | 1813 |
| 1836 | BFS | A* | 1855 |
| 1836 | BPH | A | 1845 |
| 1852 | BPH | B | 1901 |
| 1912 | BFS | T* | 1931 |
| 2006 | BFS | FL | 2025 |

2029
2045

BPH
BPH

T
J

2038
2054

TOTAL CARTS DURING PERIOD 48

DISPATCH SCHEDULE
SOURCE: 4PT
TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 638 | BPH | A | 647 |
| 730 | BFS | A/J* | 749 |
| 742 | BFS | T* | 801 |
| 751 | BDE | T | 753 |
| 807 | BDE | T | 810 |
| 819 | BDE | J | 822 |
| 843 | BDE | A | 847 |
| 906 | BLN | T | 918 |
| 922 | BLN | T | 934 |
| 934 | BLN | J | 946 |
| 958 | BLN | A | 1010 |
| 1008 | BFS | FL | 1029 |
| 1106 | BPH | T | 1115 |
| 1128 | BPH | J | 1137 |
| 1230 | BFS | A/J* | 1249 |
| 1242 | BFS | T* | 1301 |
| 1251 | BDE | T | 1253 |
| 1307 | BDE | T | 1309 |
| 1308 | BPH | A | 1317 |
| 1321 | BDE | J | 1323 |
| 1349 | BDE | A | 1351 |
| 1426 | BPS | T | 1434 |
| 1442 | BPS | T | 1450 |
| 1456 | BPS | J | 1504 |
| 1506 | BPH | T | 1520 |
| 1508 | BFS | FL | 1528 |
| 1522 | BPH | J | 1539 |
| 1524 | BPS | A | 1547 |
| 1730 | BFS | A/J* | 1749 |
| 1742 | BFS | T* | 1801 |
| 1838 | BPH | A | 1847 |
| 2008 | BFS | FL | 2027 |
| 2031 | BPH | T | 2040 |
| 2047 | BPH | J | 2056 |

TOTAL CARTS DURING PERIOD 34

DISPATCH SCHEDULE
 SOURCE: 5PT
 TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 640 | BPH | A | 649 |
| 654 | BPH | B | 703 |
| 753 | BDE | T | 755 |
| 800 | BFS | A/B* | 820 |
| 809 | BDE | T | 811 |
| 821 | BDE | J | 824 |
| 831 | BDE | J | 835 |
| 842 | BFS | T* | 902 |
| 845 | BDE | A | 848 |
| 901 | BDE | B | 905 |
| 908 | BLN | T | 920 |
| 918 | BFS | J* | 937 |
| 924 | BLN | T | 936 |
| 936 | BLN | J | 948 |
| 946 | BLN | J | 958 |
| 1000 | BLN | A | 1012 |
| 1010 | BFS | FL | 1030 |
| 1016 | BLN | B | 1028 |
| 1108 | BPH | T | 1117 |
| 1130 | BPH | J | 1139 |
| 1253 | BDE | T | 1255 |
| 1300 | BFS | A/B* | 1319 |
| 1309 | BDE | T | 1311 |
| 1310 | BPH | A | 1319 |
| 1323 | BDE | J | 1325 |
| 1324 | BPH | B | 1333 |
| 1335 | BDE | J | 1337 |
| 1342 | BFS | T* | 1401 |
| 1351 | BDE | A | 1353 |
| 1409 | BDE | B | 1411 |
| 1418 | BFS | J* | 1437 |
| 1428 | BPS | T | 1436 |
| 1444 | BPS | T | 1452 |
| 1458 | BPS | J | 1506 |
| 1508 | BPH | T | 1521 |
| 1510 | BFS | FL | 1530 |
| 1510 | BPS | J | 1525 |
| 1524 | BPH | J | 1540 |
| 1526 | BPS | A | 1550 |
| 1544 | BPS | B | 1601 |
| 1800 | BFS | A/B* | 1819 |
| 1840 | BPH | A | 1849 |
| 1842 | BFS | T* | 1901 |
| 1854 | BPH | B | 1903 |
| 1918 | BFS | J* | 1937 |
| 2010 | BFS | FL | 2029 |

| | | | |
|------|-----|---|------|
| 2033 | BPH | T | 2042 |
| 2049 | BPH | J | 2058 |

TOTAL CARTS DURING PERIOD 48

DISPATCH SCHEDULE
SOURCE: 6PT
TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 642 | BPH | A | 651 |
| 656 | BPH | B | 705 |
| 755 | BDE | T | 758 |
| 806 | BFS | A* | 825 |
| 811 | BDE | T | 813 |
| 823 | BDE | J | 825 |
| 833 | BDE | J | 836 |
| 847 | BDE | A | 850 |
| 848 | BFS | B* | 908 |
| 903 | BDE | B | 906 |
| 910 | BLN | T | 922 |
| 924 | BFS | T* | 944 |
| 926 | BLN | T | 938 |
| 938 | BLN | J | 950 |
| 942 | BFS | J* | 1002 |
| 948 | BLN | J | 1000 |
| 1002 | BLN | A | 1014 |
| 1012 | BFS | FL | 1032 |
| 1018 | BLN | B | 1030 |
| 1110 | BPH | T | 1119 |
| 1132 | BPH | J | 1141 |
| 1255 | BDE | T | 1257 |
| 1306 | BFS | A* | 1325 |
| 1311 | BDE | T | 1313 |
| 1312 | BPH | A | 1321 |
| 1325 | BDE | J | 1327 |
| 1326 | BPH | B | 1335 |
| 1337 | BDE | J | 1339 |
| 1348 | BFS | B* | 1407 |
| 1353 | BDE | A | 1355 |
| 1411 | BDE | B | 1413 |
| 1424 | BFS | T* | 1443 |
| 1430 | BPS | T | 1438 |
| 1442 | BFS | J* | 1501 |
| 1446 | BPS | T | 1454 |
| 1500 | BPS | J | 1509 |
| 1510 | BPH | T | 1523 |
| 1512 | BFS | FL | 1533 |
| 1512 | BPS | J | 1528 |
| 1526 | BPH | J | 1542 |
| 1528 | BPS | A | 1551 |
| 1546 | BPS | B | 1602 |
| 1806 | BFS | A* | 1825 |
| 1842 | BPH | A | 1851 |
| 1848 | BFS | B* | 1907 |
| 1856 | BPH | B | 1905 |

| | | | |
|------|-----|----|------|
| 1924 | BFS | T* | 1943 |
| 1942 | BFS | J* | 2001 |
| 2012 | BFS | FL | 2031 |
| 2035 | BPH | T | 2045 |
| 2051 | BPH | J | 2100 |

TOTAL CARTS DURING PERIOD 51

DISPATCH SCHEDULE
 SOURCE: 7PT
 TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 630 | BPH | A | 639 |
| 644 | BPH | B | 653 |
| 757 | BDE | T | 759 |
| 812 | BFS | A* | 832 |
| 813 | BDE | T | 816 |
| 825 | BDE | J | 828 |
| 835 | BDE | J | 838 |
| 849 | BDE | A | 853 |
| 854 | BFS | B* | 915 |
| 905 | BDE | B | 908 |
| 912 | BLN | T | 924 |
| 928 | BLN | T | 940 |
| 930 | BFS | T* | 949 |
| 940 | BLN | J | 952 |
| 948 | BFS | J* | 1008 |
| 950 | BLN | J | 1002 |
| 1004 | BLN | A | 1016 |
| 1014 | BFS | FL | 1033 |
| 1020 | BLN | B | 1032 |
| 1112 | BPH | T | 1121 |
| 1134 | BPH | J | 1143 |
| 1257 | BDE | T | 1259 |
| 1300 | BPH | A | 1309 |
| 1312 | BFS | A* | 1331 |
| 1313 | BDE | T | 1315 |
| 1314 | BPH | B | 1323 |
| 1327 | BDE | J | 1329 |
| 1339 | BDE | J | 1341 |
| 1354 | BFS | B* | 1413 |
| 1355 | BDE | A | 1357 |
| 1413 | BDE | B | 1415 |
| 1430 | BFS | T* | 1449 |
| 1432 | BPS | T | 1440 |
| 1448 | BFS | J* | 1507 |
| 1448 | BPS | T | 1456 |
| 1502 | BPS | J | 1511 |
| 1512 | BPH | T | 1525 |
| 1514 | BFS | FL | 1535 |
| 1514 | BPS | J | 1530 |
| 1528 | BPH | J | 1544 |
| 1530 | BPS | A | 1553 |
| 1548 | BPS | B | 1604 |
| 1812 | BFS | A* | 1831 |
| 1830 | BPH | A | 1839 |
| 1844 | BPH | B | 1853 |
| 1854 | BFS | B* | 1913 |

| | | | |
|------|-----|----|------|
| 1930 | BFS | T* | 1949 |
| 1948 | BFS | J* | 2007 |
| 2014 | BFS | FL | 2033 |
| 2037 | BPH | T | 2046 |
| 2053 | BPH | J | 2102 |

TOTAL CARTS DURING PERIOD 51

DISPATCH SCHEDULE
 SOURCE: 8PT
 TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 632 | BPH | A | 641 |
| 646 | BPH | B | 655 |
| 759 | BDE | T | 801 |
| 815 | BDE | T | 818 |
| 818 | BFS | A/B* | 838 |
| 827 | BDE | J | 830 |
| 837 | BDE | J | 841 |
| 851 | BDE | A | 854 |
| 900 | BFS | T/J* | 920 |
| 907 | BDE | B | 911 |
| 914 | BLN | T | 926 |
| 930 | BLN | T | 942 |
| 942 | BLN | J | 954 |
| 952 | BLN | J | 1004 |
| 1006 | BLN | A | 1018 |
| 1016 | BFS | FL | 1035 |
| 1022 | BLN | B | 1034 |
| 1114 | BPH | T | 1123 |
| 1136 | BPH | J | 1145 |
| 1259 | BDE | T | 1301 |
| 1302 | BPH | A | 1311 |
| 1315 | BDE | T | 1317 |
| 1316 | BPH | B | 1325 |
| 1318 | BFS | A/B* | 1337 |
| 1329 | BDE | J | 1331 |
| 1341 | BDE | J | 1343 |
| 1357 | BDE | A | 1359 |
| 1400 | BFS | T/J* | 1419 |
| 1415 | BDE | B | 1417 |
| 1434 | BPS | T | 1442 |
| 1450 | BPS | T | 1458 |
| 1504 | BPS | J | 1514 |
| 1514 | BPH | T | 1528 |
| 1516 | BFS | FL | 1538 |
| 1516 | BPS | J | 1534 |
| 1530 | BPH | J | 1546 |
| 1532 | BPS | A | 1555 |
| 1550 | BPS | B | 1607 |
| 1818 | BFS | A/B* | 1837 |
| 1832 | BPH | A | 1841 |
| 1846 | BPH | B | 1855 |
| 1900 | BFS | T/J* | 1919 |
| 2016 | BFS | FL | 2035 |
| 2039 | BPH | T | 2048 |
| 2055 | BPH | J | 2104 |

TOTAL CARTS DURING PERIOD 45

AD-A067 071

ANALYTIC SERVICES INC ARLINGTON VA
SCHEDULE FOR THE AUTOMATIC CART TRANSPORTATION SYSTEM AT WILFOR--ETC(U)
FEB 79 J H CRAWFORD, R G CARLISLE
ANSER-HSSEDN-79-3

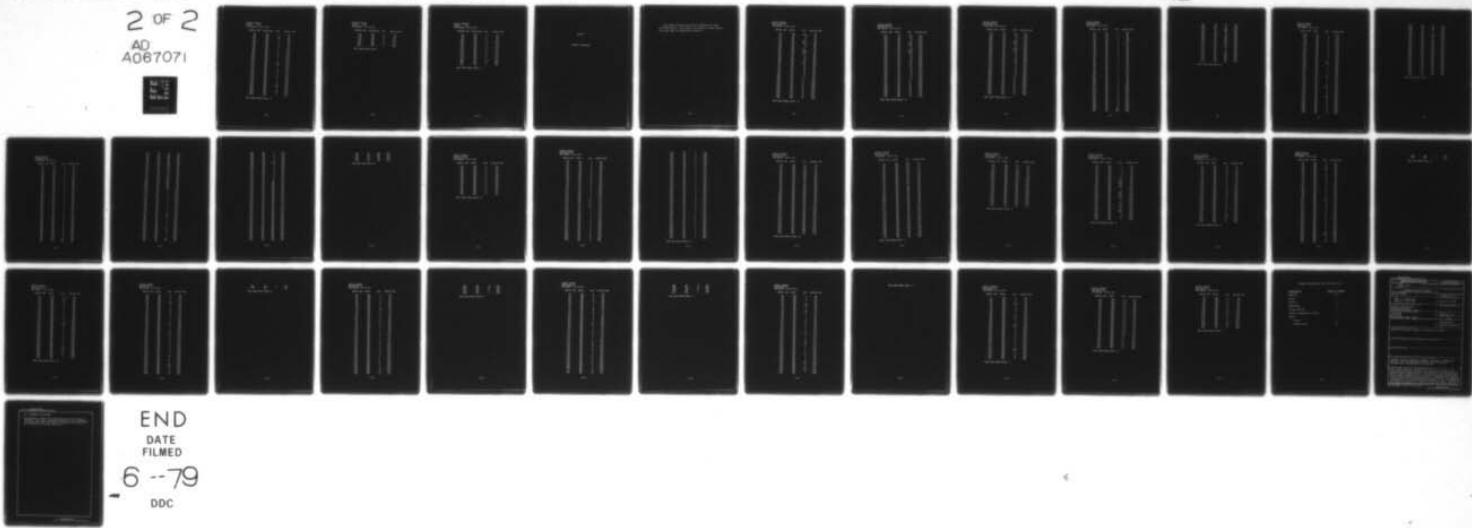
F/G 6/12

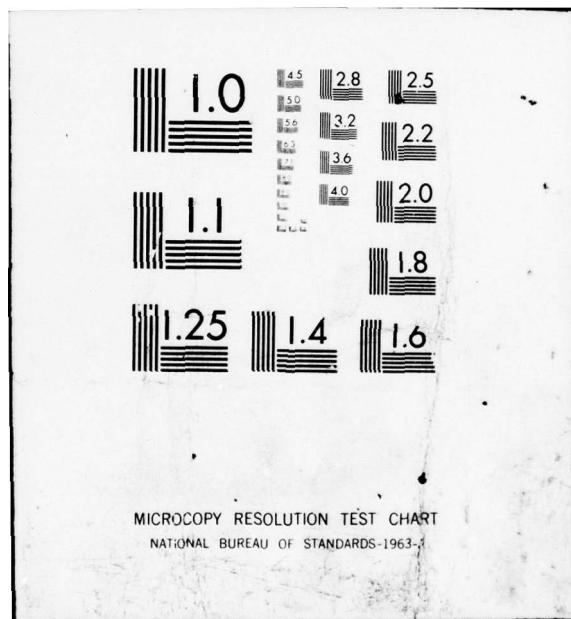
F49620-77-C-0025

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2 OF 2
AD
A067071





DISPATCH SCHEDULE

SOURCE: 9PT

TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 634 | BPH | A | 644 |
| 648 | BPH | B | 658 |
| 824 | BFS | A/B* | 844 |
| 829 | BDE | J | 832 |
| 839 | BDE | J | 842 |
| 853 | BDE | A | 856 |
| 906 | BFS | J* | 927 |
| 909 | BDE | B | 913 |
| 944 | BLN | J | 956 |
| 954 | BLN | J | 1006 |
| 1008 | BLN | A | 1020 |
| 1018 | BFS | FL | 1037 |
| 1024 | BLN | B | 1036 |
| 1138 | BPH | J | 1148 |
| 1304 | BPH | A | 1314 |
| 1318 | BPH | B | 1328 |
| 1324 | BFS | A/B* | 1343 |
| 1331 | BDE | J | 1333 |
| 1343 | BDE | J | 1345 |
| 1359 | BDE | A | 1401 |
| 1406 | BFS | J* | 1425 |
| 1417 | BDE | B | 1419 |
| 1506 | BPS | J | 1517 |
| 1518 | BFS | FL | 1540 |
| 1518 | BPS | J | 1533 |
| 1532 | BPH | J | 1549 |
| 1534 | BPS | A | 1559 |
| 1552 | BPS | B | 1608 |
| 1824 | BFS | A/B* | 1843 |
| 1834 | BPH | A | 1844 |
| 1848 | BPH | B | 1858 |
| 1906 | BFS | J* | 1925 |
| 2018 | BFS | FL | 2037 |
| 2057 | BPH | J | 2107 |

TOTAL CARTS DURING PERIOD 34

DISPATCH SCHEDULE
SOURCE: 20R
TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 924 | BDE | --- | 936 |
| 938 | BDE | --- | 951 |
| 1032 | BLN | --- | 1057 |
| 1048 | BLN | --- | 1113 |
| 1124 | BPH | --- | 1125 |
| 1518 | BPH | --- | 1519 |
| 2043 | BPH | --- | 2044 |

TOTAL CARTS DURING PERIOD 7

DISPATCH SCHEDULE
SOURCE: 2IC
TIME PERIOD: 500 TO 2200

| DISPATCH TIME | DESTINATION | WING | ARRIVAL TIME |
|---------------|-------------|------|--------------|
| 830 | BFS | --- | 850 |
| 918 | BDE | --- | 921 |
| 944 | BDE | --- | 947 |
| 1002 | BFS | --- | 1022 |
| 1026 | BLN | --- | 1046 |
| 1054 | BLN | --- | 1114 |
| 1122 | BPH | --- | 1131 |
| 1330 | BFS | --- | 1349 |
| 1419 | BDE | --- | 1421 |
| 1425 | BDE | --- | 1427 |
| 1502 | BFS | --- | 1521 |
| 1516 | BPH | --- | 1532 |
| 1554 | BPS | --- | 1610 |
| 1600 | BPS | --- | 1616 |
| 1830 | BFS | --- | 1849 |
| 2002 | BFS | --- | 2021 |
| 2041 | BPH | --- | 2050 |

TOTAL CARTS DURING PERIOD 17

ANNEX F

ARRIVAL SCHEDULES

This annex contains the arrival schedules for each cart destination. The content and format of these reports and codes used are explained in Annex B.

ARRIVAL SCHEDULE
 DESTINATION BFS
 TIME PERIOD: 500 TO 1100

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 749 | 4PT | A/J* | 730 |
| 755 | 2PT | B* | 736 |
| 801 | 4PT | T* | 742 |
| 807 | 2PT | T* | 748 |
| 813 | 3PT | B/J* | 754 |
| 820 | 5PT | A/B* | 800 |
| 825 | 6PT | A* | 806 |
| 832 | 7PT | A* | 812 |
| 837 | BDE | --- | 750 |
| 838 | 8PT | A/B* | 818 |
| 844 | 9PT | A/B* | 824 |
| 850 | 2IC | ---* | 830 |
| 856 | 3PT | A* | 836 |
| 902 | 5PT | T* | 842 |
| 908 | 6PT | B* | 848 |
| 915 | 7PT | B* | 854 |
| 920 | 8PT | T/J* | 900 |
| 927 | 9PT | J* | 906 |
| 933 | 3PT | T* | 912 |
| 937 | 5PT | J* | 918 |
| 944 | 6PT | T* | 924 |
| 949 | 7PT | T* | 930 |
| 956 | 1PT | T* | 936 |
| 1002 | 6PT | J* | 942 |
| 1007 | BLN | --- | 920 |
| 1008 | 7PT | J* | 948 |
| 1020 | 1PT | FL | 1000 |
| 1022 | 2IC | --- | 1002 |
| 1024 | 2PT | FL | 1004 |
| 1026 | 3PT | FL | 1006 |
| 1029 | 4PT | FL | 1008 |
| 1030 | 5PT | FL | 1010 |
| 1032 | 6PT | FL | 1012 |
| 1033 | 7PT | FL | 1014 |
| 1035 | 8PT | FL | 1016 |
| 1037 | 9PT | FL | 1018 |

TOTAL CARTS DURING PERIOD 36

ARRIVAL SCHEDULE
 DESTINATION BFS
 TIME PERIOD: 1100 TO 1600

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 1249 | 4PT | A/J* | 1230 |
| 1255 | 2PT | B* | 1236 |
| 1301 | 4PT | T* | 1242 |
| 1307 | 2PT | T* | 1248 |
| 1313 | 3PT | B/J* | 1254 |
| 1319 | 5PT | A/B* | 1300 |
| 1325 | 6PT | A* | 1306 |
| 1331 | 7PT | A* | 1312 |
| 1337 | 8PT | A/B* | 1318 |
| 1343 | 9PT | A/B* | 1324 |
| 1349 | 2IC | ---* | 1330 |
| 1355 | 3PT | A* | 1336 |
| 1401 | 5PT | T* | 1342 |
| 1407 | 6PT | B* | 1348 |
| 1413 | 7PT | B* | 1354 |
| 1419 | 8PT | T/J* | 1400 |
| 1425 | 9PT | J* | 1406 |
| 1431 | 3PT | T* | 1412 |
| 1437 | 5PT | J* | 1418 |
| 1443 | 6PT | T* | 1424 |
| 1449 | 7PT | T* | 1430 |
| 1455 | 1PT | T* | 1436 |
| 1501 | 6PT | J* | 1442 |
| 1507 | 7PT | J* | 1448 |
| 1519 | 1PT | FL | 1500 |
| 1521 | 2IC | --- | 1502 |
| 1523 | 2PT | FL | 1504 |
| 1526 | 3PT | FL | 1506 |
| 1528 | 4PT | FL | 1508 |
| 1530 | 5PT | FL | 1510 |
| 1533 | 6PT | FL | 1512 |
| 1535 | 7PT | FL | 1514 |
| 1538 | 8PT | FL | 1516 |
| 1540 | 9PT | FL | 1518 |

TOTAL CARTS DURING PERIOD 34

ARRIVAL SCHEDULE
 DESTINATION BFS
 TIME PERIOD: 1600 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 1749 | 4PT | A/J* | 1730 |
| 1755 | 2PT | B* | 1736 |
| 1801 | 4PT | T* | 1742 |
| 1807 | 2PT | T* | 1748 |
| 1813 | 3PT | B/J* | 1754 |
| 1819 | 5PT | A/B* | 1800 |
| 1825 | 6PT | A* | 1806 |
| 1831 | 7PT | A* | 1812 |
| 1837 | 8PT | A/B* | 1818 |
| 1843 | 9PT | A/B* | 1824 |
| 1849 | 2IC | ---* | 1830 |
| 1855 | 3PT | A* | 1836 |
| 1901 | 5PT | T* | 1842 |
| 1907 | 6PT | B* | 1848 |
| 1913 | 7PT | B* | 1854 |
| 1919 | 8PT | T/J* | 1900 |
| 1925 | 9PT | J* | 1906 |
| 1931 | 3PT | T* | 1912 |
| 1937 | 5PT | J* | 1918 |
| 1943 | 6PT | T* | 1924 |
| 1949 | 7PT | T* | 1930 |
| 1955 | 1PT | T* | 1936 |
| 2001 | 6PT | J* | 1942 |
| 2007 | 7PT | J* | 1948 |
| 2019 | 1PT | FL | 2000 |
| 2021 | 2IC | --- | 2002 |
| 2023 | 2PT | FL | 2004 |
| 2025 | 3PT | FL | 2006 |
| 2027 | 4PT | FL | 2008 |
| 2029 | 5PT | FL | 2010 |
| 2031 | 6PT | FL | 2012 |
| 2033 | 7PT | FL | 2014 |
| 2035 | 8PT | FL | 2016 |
| 2037 | 9PT | FL | 2018 |

TOTAL CARTS DURING PERIOD 34

ARRIVAL SCHEDULE
 DESTINATION BLN
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 912 | 1PT | T | 900 |
| 914 | 2PT | T | 902 |
| 916 | 3PT | T | 904 |
| 918 | 4PT | T | 906 |
| 920 | 5PT | T | 908 |
| 922 | 6PT | T | 910 |
| 924 | 7PT | T | 912 |
| 926 | 8PT | T | 914 |
| 928 | 1PT | T | 916 |
| 930 | 2PT | T | 918 |
| 932 | 3PT | T | 920 |
| 934 | 4PT | T | 922 |
| 936 | 5PT | T | 924 |
| 938 | 6PT | T | 926 |
| 940 | 7PT | T | 928 |
| 942 | 8PT | T | 930 |
| 944 | 3PT | J | 932 |
| 946 | 4PT | J | 934 |
| 948 | 5PT | J | 936 |
| 950 | 6PT | J | 938 |
| 952 | 7PT | J | 940 |
| 954 | 8PT | J | 942 |
| 956 | 9PT | J | 944 |
| 958 | 5PT | J | 946 |
| 1000 | 6PT | J | 948 |
| 1002 | 7PT | J | 950 |
| 1004 | 8PT | J | 952 |
| 1006 | 9PT | J | 954 |
| 1008 | 3PT | A | 956 |
| 1010 | 4PT | A | 958 |
| 1012 | 5PT | A | 1000 |
| 1014 | 6PT | A | 1002 |
| 1016 | 7PT | A | 1004 |
| 1018 | 8PT | A | 1006 |
| 1020 | 9PT | A | 1008 |
| 1022 | 3PT | A | 1010 |
| 1024 | 2PT | B | 1012 |
| 1026 | 3PT | B | 1014 |
| 1028 | 5PT | B | 1016 |
| 1030 | 6PT | B | 1018 |
| 1032 | 7PT | B | 1020 |
| 1034 | 8PT | B | 1022 |
| 1036 | 9PT | B | 1024 |
| 1038 | 2PT | B | 1026 |
| 1041 | 1CL | PED | 1020 |
| 1045 | BCL | ORT | 1022 |

| | | | |
|------|-----|-----|------|
| 1046 | 1CL | PED | 1024 |
| 1046 | 2IC | --- | 1026 |
| 1048 | BCL | ORT | 1028 |
| 1051 | 1CL | MED | 1030 |
| 1055 | 1CL | MED | 1034 |
| 1057 | 2OR | --- | 1032 |
| 1057 | 2CL | LAB | 1036 |
| 1059 | BCL | SUR | 1038 |
| 1101 | 1CL | CAR | 1040 |
| 1104 | BCL | SUR | 1044 |
| 1107 | 1CL | CAR | 1046 |
| 1110 | BCL | EME | 1050 |
| 1113 | 2OR | --- | 1048 |
| 1113 | 1CL | OBG | 1052 |
| 1114 | 2IC | --- | 1054 |
| 1115 | BFS | --- | 1042 |
| 1116 | BCL | EME | 1056 |
| 1119 | 1CL | OBG | 1058 |
| 1120 | BCL | RAD | 1100 |
| 1123 | 1CL | ALL | 1102 |
| 1125 | BCL | RAD | 1104 |
| 1128 | 1CL | ALL | 1106 |

TOTAL CARTS DURING PERIOD 68

ARRIVAL SCHEDULE
 DESTINATION BPS
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 1428 | 1PT | T | 1420 |
| 1430 | 2PT | T | 1422 |
| 1432 | 3PT | T | 1424 |
| 1434 | 4PT | T | 1426 |
| 1436 | 5PT | T | 1428 |
| 1438 | 6PT | T | 1430 |
| 1440 | 7PT | T | 1432 |
| 1442 | 8PT | T | 1434 |
| 1444 | 1PT | T | 1436 |
| 1446 | 2PT | T | 1438 |
| 1448 | 3PT | T | 1440 |
| 1450 | 4PT | T | 1442 |
| 1452 | 5PT | T | 1444 |
| 1454 | 6PT | T | 1446 |
| 1456 | 7PT | T | 1448 |
| 1458 | 8PT | T | 1450 |
| 1500 | 1PT | RAD | 1452 |
| 1502 | 3PT | J | 1454 |
| 1504 | 4PT | J | 1456 |
| 1506 | 5PT | J | 1458 |
| 1509 | 6PT | J | 1500 |
| 1511 | 7PT | J | 1502 |
| 1514 | 8PT | J | 1504 |
| 1517 | 9PT | J | 1506 |
| 1521 | 1PT | RAD | 1508 |
| 1525 | 5PT | J | 1510 |
| 1528 | 6PT | J | 1512 |
| 1530 | 7PT | J | 1514 |
| 1533 | 9PT | J | 1518 |
| 1534 | 8PT | J | 1516 |
| 1537 | 1PT | RAD | 1520 |
| 1544 | 3PT | A | 1522 |
| 1547 | 4PT | A | 1524 |
| 1550 | 5PT | A | 1526 |
| 1551 | 6PT | A | 1528 |
| 1553 | 7PT | A | 1530 |
| 1554 | 1PT | RAD | 1536 |
| 1555 | 8PT | A | 1532 |
| 1557 | 3PT | A | 1538 |
| 1558 | 2PT | B | 1540 |
| 1559 | 9PT | A | 1534 |
| 1601 | 5PT | B | 1544 |
| 1602 | 6PT | B | 1546 |
| 1604 | 7PT | B | 1548 |
| 1605 | 3PT | B | 1542 |
| 1607 | 8PT | B | 1550 |

| | | | |
|------|-----|-----|------|
| 1607 | BCL | ORT | 1550 |
| 1608 | 9PT | B | 1552 |
| 1609 | 1CL | MED | 1552 |
| 1609 | 2PT | B | 1554 |
| 1610 | 2IC | --- | 1554 |
| 1613 | BCL | ORT | 1556 |
| 1615 | 1CL | MED | 1558 |
| 1616 | 2IC | --- | 1600 |
| 1619 | BCL | SUR | 1602 |
| 1621 | 1CL | CAR | 1604 |
| 1623 | 2CL | LAB | 1606 |
| 1625 | BCL | SUR | 1608 |
| 1627 | 1CL | CAR | 1610 |
| 1629 | 2CL | LAB | 1612 |
| 1631 | BCL | EME | 1614 |
| 1633 | 1CL | OBG | 1616 |
| 1635 | 2CL | LAB | 1618 |
| 1637 | BCL | EME | 1620 |
| 1639 | 1CL | OBG | 1622 |
| 1641 | 2CL | LAB | 1624 |
| 1643 | BCL | RAD | 1626 |
| 1645 | 1CL | ALL | 1628 |
| 1647 | 2CL | LAB | 1630 |
| 1649 | 1CL | PED | 1632 |
| 1652 | 2CL | LAB | 1634 |
| 1654 | BCL | RAD | 1636 |
| 1655 | 1CL | ALL | 1638 |
| 1659 | 2CL | LAB | 1640 |
| 1700 | 1CL | PED | 1642 |

TOTAL CARTS DURING PERIOD 75

ARRIVAL SCHEDULE
 DESTINATION BDE
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 747 | 1PT | T | 745 |
| 749 | 2PT | T | 747 |
| 751 | 3PT | T | 749 |
| 753 | 4PT | T | 751 |
| 755 | 5PT | T | 753 |
| 758 | 6PT | T | 755 |
| 759 | 7PT | T | 757 |
| 801 | 8PT | T | 759 |
| 804 | 1PT | T | 801 |
| 805 | 2PT | T | 803 |
| 807 | 3PT | T | 805 |
| 810 | 4PT | T | 807 |
| 811 | 5PT | T | 809 |
| 813 | 6PT | T | 811 |
| 816 | 7PT | T | 813 |
| 818 | 8PT | T | 815 |
| 819 | 3PT | J | 817 |
| 822 | 4PT | J | 819 |
| 824 | 5PT | J | 821 |
| 825 | 6PT | J | 823 |
| 828 | 7PT | J | 825 |
| 830 | 8PT | J | 827 |
| 832 | 9PT | J | 829 |
| 835 | 5PT | J | 831 |
| 836 | 6PT | J | 833 |
| 838 | 7PT | J | 835 |
| 841 | 8PT | J | 837 |
| 842 | 9PT | J | 839 |
| 844 | 3PT | A | 841 |
| 847 | 4PT | A | 843 |
| 848 | 5PT | A | 845 |
| 850 | 6PT | A | 847 |
| 853 | 7PT | A | 849 |
| 854 | 8PT | A | 851 |
| 856 | 9PT | A | 853 |
| 859 | 3PT | A | 855 |
| 900 | 2PT | B | 857 |
| 902 | 3PT | B | 859 |
| 905 | 5PT | B | 901 |
| 906 | 6PT | B | 903 |
| 908 | 7PT | B | 905 |
| 911 | 8PT | B | 907 |
| 913 | 9PT | B | 909 |
| 914 | 2PT | B | 911 |
| 921 | 21C | --- | 918 |
| 923 | 1CL | PED | 910 |

| | | | |
|------|-----|-----|------|
| 925 | BCL | ORT | 912 |
| 929 | 1CL | PED | 916 |
| 933 | BCL | ORT | 920 |
| 935 | 1CL | MED | 922 |
| 936 | 2OR | --- | 924 |
| 940 | 1CL | MED | 926 |
| 941 | 2CL | LAB | 928 |
| 943 | BCL | SUR | 930 |
| 946 | 1CL | CAR | 932 |
| 947 | 2IC | --- | 944 |
| 948 | BCL | SUR | 934 |
| 949 | 1CL | CAR | 936 |
| 951 | 2OR | --- | 938 |
| 953 | BCL | EME | 940 |
| 954 | BFS | --- | 914 |
| 955 | 1CL | OBG | 942 |
| 959 | BCL | EME | 946 |
| 1001 | 1CL | OBG | 948 |
| 1003 | BCL | RAD | 950 |
| 1006 | 1CL | ALL | 952 |
| 1008 | BCL | RAD | 954 |
| 1010 | 1CL | ALL | 956 |
| 1246 | 1PT | T | 1245 |
| 1248 | 2PT | T | 1247 |
| 1251 | 3PT | T | 1249 |
| 1253 | 4PT | T | 1251 |
| 1255 | 5PT | T | 1253 |
| 1257 | 6PT | T | 1255 |
| 1259 | 7PT | T | 1257 |
| 1301 | 8PT | T | 1259 |
| 1303 | 1PT | T | 1301 |
| 1304 | 2PT | T | 1303 |
| 1307 | 3PT | T | 1305 |
| 1309 | 4PT | T | 1307 |
| 1311 | 5PT | T | 1309 |
| 1313 | 6PT | T | 1311 |
| 1315 | 7PT | T | 1313 |
| 1317 | 8PT | T | 1315 |
| 1318 | 1PT | RAD | 1317 |
| 1321 | 3PT | J | 1319 |
| 1323 | 4PT | J | 1321 |
| 1325 | 5PT | J | 1323 |
| 1327 | 6PT | J | 1325 |
| 1329 | 7PT | J | 1327 |
| 1331 | 8PT | J | 1329 |
| 1333 | 9PT | J | 1331 |
| 1334 | 1PT | RAD | 1333 |
| 1337 | 5PT | J | 1335 |
| 1339 | 6PT | J | 1337 |
| 1341 | 7PT | J | 1339 |
| 1343 | 8PT | J | 1341 |
| 1345 | 9PT | J | 1343 |
| 1346 | 1PT | RAD | 1345 |
| 1349 | 3PT | A | 1347 |

| | | | |
|------|-----|-----|------|
| 1351 | 4PT | A | 1349 |
| 1353 | 5PT | A | 1351 |
| 1355 | 6PT | A | 1353 |
| 1357 | 7PT | A | 1355 |
| 1359 | 8PT | A | 1357 |
| 1401 | 9PT | A | 1359 |
| 1403 | 1PT | RAD | 1401 |
| 1405 | 3PT | A | 1403 |
| 1406 | 2PT | B | 1405 |
| 1409 | 3PT | B | 1407 |
| 1411 | 5PT | B | 1409 |
| 1413 | 6PT | B | 1411 |
| 1415 | 7PT | B | 1413 |
| 1417 | 8PT | B | 1415 |
| 1419 | 9PT | B | 1417 |
| 1421 | 2IC | --- | 1419 |
| 1421 | 2PT | B | 1419 |
| 1427 | 2IC | --- | 1425 |
| 1428 | BCL | ORT | 1415 |
| 1430 | 1CL | MED | 1417 |
| 1434 | BCL | ORT | 1421 |
| 1436 | 1CL | MED | 1423 |
| 1440 | BCL | SUR | 1427 |
| 1442 | 1CL | CAR | 1429 |
| 1445 | 2CL | LAB | 1431 |
| 1446 | BCL | SUR | 1433 |
| 1448 | 1CL | CAR | 1435 |
| 1451 | 2CL | LAB | 1437 |
| 1452 | BCL | EME | 1439 |
| 1454 | 1CL | OBG | 1441 |
| 1457 | 2CL | LAB | 1443 |
| 1458 | BCL | EME | 1445 |
| 1500 | 1CL | OBG | 1447 |
| 1503 | 2CL | LAB | 1449 |
| 1505 | BCL | RAD | 1451 |
| 1507 | 1CL | ALL | 1453 |
| 1510 | 2CL | LAB | 1455 |
| 1512 | 1CL | PED | 1457 |
| 1515 | 2CL | LAB | 1459 |
| 1517 | BCL | RAD | 1501 |
| 1520 | 1CL | ALL | 1503 |
| 1520 | 1CL | PED | 1507 |
| 1522 | 1PT | RAD | 1520 |
| 1524 | 2CL | LAB | 1505 |
| 1527 | 1PT | RAD | 1526 |
| 1533 | 1PT | RAD | 1532 |
| 1535 | BCL | RAD | 1522 |
| 1538 | 2CL | LAB | 1524 |
| 1539 | 1PT | RAD | 1538 |
| 1541 | BCL | RAD | 1528 |
| 1544 | 2CL | LAB | 1530 |
| 1545 | 1PT | RAD | 1544 |
| 1547 | BCL | RAD | 1534 |
| 1550 | 2CL | LAB | 1536 |

| | | | |
|------|-----|-----|------|
| 1553 | BCL | RAD | 1540 |
| 1556 | 2CL | LAB | 1542 |
| 1559 | BCL | RAD | 1546 |
| 1602 | 2CL | LAB | 1548 |
| 1604 | 2CL | LAB | 1550 |

TOTAL CARTS DURING PERIOD 159

ARRIVAL SCHEDULE
DESTINATION BBS
TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 832 | BDE | --- | 816 |
| 834 | BDE | --- | 818 |
| 836 | BDE | --- | 820 |
| 838 | BDE | --- | 822 |
| 840 | BDE | --- | 824 |
| 842 | BDE | --- | 826 |
| 844 | BDE | --- | 828 |
| 846 | BDE | --- | 830 |
| 848 | BDE | --- | 832 |
| 850 | BDE | --- | 834 |
| 852 | BDE | --- | 836 |
| 854 | BDE | --- | 838 |
| 856 | BDE | --- | 840 |
| 858 | BDE | --- | 842 |
| 900 | BDE | --- | 844 |
| 902 | BDE | --- | 846 |

TOTAL CARTS DURING PERIOD 16

ARRIVAL SCHEDULE
 DESTINATION BPH
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 639 | 7PT | A | 630 |
| 641 | 8PT | A | 632 |
| 644 | 9PT | A | 634 |
| 645 | 3PT | A | 636 |
| 647 | 4PT | A | 638 |
| 649 | 5PT | A | 640 |
| 651 | 6PT | A | 642 |
| 653 | 7PT | B | 644 |
| 655 | 8PT | B | 646 |
| 658 | 9PT | B | 648 |
| 659 | 2PT | B | 650 |
| 701 | 3PT | B | 652 |
| 703 | 5PT | B | 654 |
| 705 | 6PT | B | 656 |
| 1109 | 1PT | T | 1100 |
| 1111 | 2PT | T | 1102 |
| 1113 | 3PT | T | 1104 |
| 1115 | 4PT | T | 1106 |
| 1117 | 5PT | T | 1108 |
| 1119 | 6PT | T | 1110 |
| 1121 | 7PT | T | 1112 |
| 1123 | 8PT | T | 1114 |
| 1125 | 20R | --- | 1124 |
| 1130 | BCL | FL | 1116 |
| 1131 | 2IC | --- | 1122 |
| 1132 | 1CL | FL | 1118 |
| 1134 | 2CL | FL | 1120 |
| 1135 | 3PT | J | 1126 |
| 1137 | 4PT | J | 1128 |
| 1139 | 5PT | J | 1130 |
| 1141 | 6PT | J | 1132 |
| 1143 | 7PT | J | 1134 |
| 1145 | 8PT | J | 1136 |
| 1148 | 9PT | J | 1138 |
| 1309 | 7PT | A | 1300 |
| 1311 | 8PT | A | 1302 |
| 1314 | 9PT | A | 1304 |
| 1315 | 3PT | A | 1306 |
| 1317 | 4PT | A | 1308 |
| 1319 | 5PT | A | 1310 |
| 1321 | 6PT | A | 1312 |
| 1323 | 7PT | B | 1314 |
| 1325 | 8PT | B | 1316 |
| 1328 | 9PT | B | 1318 |
| 1329 | 2PT | B | 1320 |
| 1331 | 3PT | B | 1322 |

| | | | |
|------|-----|-----|------|
| 1333 | 5PT | B | 1324 |
| 1335 | 6PT | B | 1326 |
| 1509 | 1PT | T | 1500 |
| 1513 | 2PT | T | 1502 |
| 1516 | 3PT | T | 1504 |
| 1519 | 20R | --- | 1518 |
| 1520 | 4PT | T | 1506 |
| 1521 | 5PT | T | 1508 |
| 1523 | 6PT | T | 1510 |
| 1525 | 7PT | T | 1512 |
| 1528 | 8PT | T | 1514 |
| 1532 | 21C | --- | 1516 |
| 1536 | 3PT | J | 1520 |
| 1539 | 4PT | J | 1522 |
| 1540 | 5PT | J | 1524 |
| 1542 | 6PT | J | 1526 |
| 1544 | 7PT | J | 1528 |
| 1546 | 8PT | J | 1530 |
| 1549 | 9PT | J | 1532 |
| 1839 | 7PT | A | 1830 |
| 1841 | 8PT | A | 1832 |
| 1844 | 9PT | A | 1834 |
| 1845 | 3PT | A | 1836 |
| 1847 | 4PT | A | 1838 |
| 1849 | 5PT | A | 1840 |
| 1851 | 6PT | A | 1842 |
| 1853 | 7PT | B | 1844 |
| 1855 | 8PT | B | 1846 |
| 1858 | 9PT | B | 1848 |
| 1859 | 2PT | B | 1850 |
| 1901 | 3PT | B | 1852 |
| 1903 | 5PT | B | 1854 |
| 1905 | 6PT | B | 1856 |
| 2034 | 1PT | T | 2025 |
| 2036 | 2PT | T | 2027 |
| 2038 | 3PT | T | 2029 |
| 2040 | 4PT | T | 2031 |
| 2042 | 5PT | T | 2033 |
| 2044 | 20R | --- | 2043 |
| 2045 | 6PT | T | 2035 |
| 2046 | 7PT | T | 2037 |
| 2048 | 8PT | T | 2039 |
| 2050 | 21C | --- | 2041 |
| 2054 | 3PT | J | 2045 |
| 2056 | 4PT | J | 2047 |
| 2058 | 5PT | J | 2049 |
| 2100 | 6PT | J | 2051 |
| 2102 | 7PT | J | 2053 |
| 2104 | 8PT | J | 2055 |
| 2107 | 9PT | J | 2057 |

TOTAL CARTS DURING PERIOD 96

ARRIVAL SCHEDULE
 DESTINATION BCL
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 752 | BDE | ORT | 730 |
| 758 | BDE | ORT | 736 |
| 808 | BDE | SUR | 746 |
| 814 | BDE | SUR | 752 |
| 824 | BDE | EME | 758 |
| 829 | BDE | EME | 804 |
| 830 | BDE | RAD | 808 |
| 835 | BDE | RAD | 812 |
| 920 | BLN | ORT | 900 |
| 923 | BPH | FL | 916 |
| 926 | BLN | ORT | 906 |
| 940 | BLN | SUR | 916 |
| 943 | BLN | SUR | 922 |
| 948 | BLN | EME | 928 |
| 956 | BLN | EME | 934 |
| 959 | BBS | RAD | 932 |
| 1000 | BBS | RAD | 938 |
| 1002 | BLN | RAD | 942 |
| 1007 | BLN | RAD | 938 |
| 1009 | BBS | RAD | 944 |
| 1013 | BBS | RAD | 950 |
| 1019 | BBS | RAD | 956 |
| 1258 | BDE | ORT | 1236 |
| 1306 | BDE | ORT | 1242 |
| 1312 | BDE | SUR | 1248 |
| 1318 | BDE | SUR | 1254 |
| 1325 | BDE | EME | 1300 |
| 1330 | BDE | EME | 1306 |
| 1336 | BDE | RAD | 1312 |
| 1344 | BDE | RAD | 1322 |
| 1428 | BPS | ORT | 1406 |
| 1434 | BPS | ORT | 1412 |
| 1442 | BPS | SUR | 1418 |
| 1448 | BPS | SUR | 1424 |
| 1459 | BPS | EME | 1430 |
| 1501 | BPS | EME | 1436 |
| 1504 | BPS | RAD | 1442 |
| 1512 | BPS | RAD | 1452 |

TOTAL CARTS DURING PERIOD 38

ARRIVAL SCHEDULE
 DESTINATION ICL
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 753 | BDE | PED | 728 |
| 759 | BDE | PED | 732 |
| 804 | BDE | MED | 742 |
| 805 | BDE | MED | 738 |
| 810 | BDE | CAR | 748 |
| 816 | BDE | CAR | 754 |
| 823 | BDE | OBG | 800 |
| 828 | BDE | OBG | 806 |
| 838 | BDE | ALL | 810 |
| 843 | BDE | ALL | 814 |
| 918 | BLN | PED | 858 |
| 922 | BLN | PED | 902 |
| 927 | BPH | FL | 918 |
| 930 | BLN | MED | 908 |
| 932 | BLN | MED | 912 |
| 941 | BLN | CAR | 918 |
| 944 | BLN | CAR | 924 |
| 950 | BLN | OBG | 930 |
| 1004 | BLN | ALL | 944 |
| 1005 | BLN | OBG | 936 |
| 1008 | BLN | ALL | 940 |
| 1305 | BDE | MED | 1238 |
| 1310 | BDE | MED | 1244 |
| 1315 | BDE | CAR | 1250 |
| 1321 | BDE | CAR | 1256 |
| 1327 | BDE | OBG | 1302 |
| 1333 | BDE | OBG | 1308 |
| 1339 | BDE | ALL | 1314 |
| 1347 | BDE | PED | 1318 |
| 1350 | BDE | PED | 1328 |
| 1355 | BDE | ALL | 1324 |
| 1430 | BPS | MED | 1408 |
| 1438 | BPS | MED | 1414 |
| 1443 | BPS | CAR | 1420 |
| 1450 | BPS | CAR | 1426 |
| 1458 | BPS | OBG | 1438 |
| 1500 | BPS | OBG | 1432 |
| 1505 | BPS | ALL | 1444 |
| 1508 | BPS | PED | 1448 |
| 1514 | BPS | ALL | 1454 |
| 1518 | BPS | PED | 1458 |

TOTAL CARTS DURING PERIOD 41

ARRIVAL SCHEDULE
DESTINATION 2CL
TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 806 | BDE | LAB | 744 |
| 928 | BPH | FL | 920 |
| 936 | BLN | LAB | 914 |
| 957 | BBS | LAB | 934 |
| 1003 | BBS | LAB | 940 |
| 1010 | BBS | LAB | 946 |
| 1015 | BBS | LAB | 952 |
| 1022 | BBS | LAB | 958 |
| 1023 | BBS | LAB | 1000 |
| 1317 | BDE | LAB | 1252 |
| 1323 | BDE | LAB | 1258 |
| 1329 | BDE | LAB | 1304 |
| 1335 | BDE | LAB | 1310 |
| 1345 | BDE | LAB | 1316 |
| 1349 | BDE | LAB | 1326 |
| 1351 | BDE | LAB | 1320 |
| 1444 | BPS | LAB | 1422 |
| 1454 | BPS | LAB | 1434 |
| 1456 | BPS | LAB | 1428 |
| 1503 | BPS | LAB | 1440 |
| 1506 | BPS | LAB | 1446 |
| 1510 | BPS | LAB | 1450 |
| 1516 | BPS | LAB | 1456 |

TOTAL CARTS DURING PERIOD 23

ARRIVAL SCHEDULE
 DESTINATION IPT
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 611 | BDE | T | 600 |
| 627 | BDE | T | 616 |
| 740 | BLN | T | 730 |
| 759 | BLN | T | 746 |
| 814 | BFS | T* | 753 |
| 830 | BFS | FL | 808 |
| 913 | BPH | T | 900 |
| 942 | BBS | RAD | 930 |
| 947 | BBS | RAD | 936 |
| 954 | BBS | RAD | 942 |
| 959 | BBS | RAD | 948 |
| 1005 | BBS | RAD | 954 |
| 1111 | BDE | T | 1100 |
| 1129 | BDE | T | 1116 |
| 1143 | BDE | RAD | 1132 |
| 1200 | BDE | RAD | 1148 |
| 1212 | BDE | RAD | 1200 |
| 1229 | BDE | RAD | 1218 |
| 1240 | BPS | T | 1230 |
| 1255 | BPS | T | 1246 |
| 1311 | BPS | RAD | 1302 |
| 1314 | BFS | T* | 1253 |
| 1327 | BPS | RAD | 1318 |
| 1329 | BFS | FL | 1308 |
| 1340 | BPS | RAD | 1330 |
| 1357 | BPS | RAD | 1348 |
| 1413 | BPH | T | 1400 |
| 1813 | BFS | T* | 1753 |
| 1828 | BFS | FL | 1808 |
| 1943 | BPH | T | 1930 |

TOTAL CARTS DURING PERIOD 30

ARRIVAL SCHEDULE
 DESTINATION 2PT
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 603 | BPH | B | 550 |
| 612 | BFS | B* | 551 |
| 613 | BDE | T | 602 |
| 624 | BFS | T* | 603 |
| 629 | BDE | T | 618 |
| 724 | BDE | B | 712 |
| 739 | BDE | B | 726 |
| 743 | BLN | T | 732 |
| 800 | BLN | T | 748 |
| 833 | BFS | FL | 812 |
| 854 | BLN | B | 842 |
| 905 | BLN | B | 856 |
| 916 | BPH | T | 902 |
| 1113 | BFS | B* | 1051 |
| 1115 | BDE | T | 1102 |
| 1125 | BFS | T* | 1103 |
| 1130 | BDE | T | 1118 |
| 1231 | BDE | B | 1220 |
| 1235 | BPH | B | 1220 |
| 1243 | BPS | T | 1232 |
| 1251 | BDE | B | 1234 |
| 1300 | BPS | T | 1248 |
| 1333 | BFS | FL | 1312 |
| 1359 | BPS | B | 1350 |
| 1414 | BPS | B | 1404 |
| 1415 | BPH | T | 1402 |
| 1612 | BFS | B* | 1551 |
| 1624 | BFS | T* | 1603 |
| 1735 | BPH | B | 1720 |
| 1832 | BFS | FL | 1812 |
| 1945 | BPH | T | 1932 |

TOTAL CARTS DURING PERIOD 31

ARRIVAL SCHEDULE
 DESTINATION 3PT
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 549 | BPH | A | 536 |
| 605 | BPH | B | 552 |
| 615 | BDE | T | 604 |
| 630 | BFS | B/J* | 610 |
| 632 | BDE | T | 620 |
| 643 | BDE | J | 632 |
| 708 | BDE | A | 656 |
| 716 | BFS | A* | 656 |
| 721 | BDE | A | 710 |
| 725 | BDE | B | 714 |
| 746 | BLN | T | 734 |
| 751 | BFS | T* | 729 |
| 803 | BLN | T | 750 |
| 811 | BLN | J | 802 |
| 835 | BLN | A | 826 |
| 836 | BFS | FL | 814 |
| 849 | BLN | A | 840 |
| 855 | BLN | B | 844 |
| 918 | BPH | T | 904 |
| 940 | BPH | J | 926 |
| 1119 | BDE | T | 1104 |
| 1131 | BFS | B/J* | 1110 |
| 1133 | BDE | T | 1120 |
| 1146 | BDE | J | 1134 |
| 1213 | BDE | A | 1202 |
| 1217 | BFS | A* | 1156 |
| 1220 | BPH | A | 1206 |
| 1227 | BDE | A | 1216 |
| 1233 | BDE | B | 1222 |
| 1236 | BPH | B | 1222 |
| 1244 | BPS | T | 1234 |
| 1250 | BFS | T* | 1229 |
| 1259 | BPS | T | 1250 |
| 1317 | BPS | J | 1304 |
| 1335 | BFS | FL | 1314 |
| 1350 | BPS | A | 1332 |
| 1356 | BPS | A | 1346 |
| 1401 | BPS | B | 1352 |
| 1418 | BPH | T | 1404 |
| 1434 | BPH | J | 1420 |
| 1630 | BFS | B/J* | 1610 |
| 1717 | BFS | A* | 1656 |
| 1720 | BPH | A | 1706 |
| 1736 | BPH | B | 1722 |
| 1749 | BFS | T* | 1729 |
| 1835 | BFS | FL | 1814 |

1947
2003

BPH
BPH

T
J

1934
1950

TOTAL CARTS DURING PERIOD 48

ARRIVAL SCHEDULE
 DESTINATION 4PT
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 551 | BPH | A | 538 |
| 606 | BFS | A/J* | 545 |
| 617 | BDE | T | 606 |
| 618 | BFS | T* | 557 |
| 633 | BDE | T | 622 |
| 646 | BDE | J | 634 |
| 710 | BDE | A | 658 |
| 748 | BLN | T | 736 |
| 804 | BLN | T | 752 |
| 816 | BLN | J | 804 |
| 837 | BFS | FL | 816 |
| 850 | BLN | A | 828 |
| 919 | BPH | T | 906 |
| 941 | BPH | J | 928 |
| 1106 | BFS | A/J* | 1045 |
| 1118 | BFS | T* | 1057 |
| 1120 | BDE | T | 1106 |
| 1134 | BDE | T | 1122 |
| 1147 | BDE | J | 1136 |
| 1222 | BPH | A | 1208 |
| 1242 | BDE | A | 1204 |
| 1245 | BPS | T | 1236 |
| 1305 | BPS | T | 1252 |
| 1315 | BPS | J | 1306 |
| 1337 | BFS | FL | 1316 |
| 1343 | BPS | A | 1334 |
| 1420 | BPH | T | 1406 |
| 1435 | BPH | J | 1422 |
| 1606 | BFS | A/J* | 1545 |
| 1618 | BFS | T* | 1557 |
| 1721 | BPH | A | 1708 |
| 1837 | BFS | FL | 1816 |
| 1949 | BPH | T | 1936 |
| 2005 | BPH | J | 1952 |

TOTAL CARTS DURING PERIOD 34

ARRIVAL SCHEDULE
 DESTINATION 5PT
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 553 | BPH | A | 540 |
| 608 | BPH | B | 554 |
| 620 | BDE | T | 608 |
| 635 | BDE | T | 624 |
| 638 | BFS | A/B* | 617 |
| 647 | BDE | J | 636 |
| 659 | BDE | J | 646 |
| 712 | BDE | A | 700 |
| 723 | BFS | T* | 702 |
| 727 | BDE | B | 716 |
| 749 | BLN | T | 738 |
| 756 | BFS | J* | 735 |
| 806 | BLN | T | 754 |
| 817 | BLN | J | 806 |
| 828 | BLN | J | 816 |
| 839 | BLN | A | 830 |
| 840 | BFS | FL | 818 |
| 857 | BLN | B | 846 |
| 922 | BPH | T | 908 |
| 944 | BPH | J | 930 |
| 1122 | BDE | T | 1108 |
| 1135 | BDE | T | 1124 |
| 1138 | BFS | A/B* | 1117 |
| 1149 | BDE | J | 1138 |
| 1201 | BDE | J | 1150 |
| 1223 | BFS | T* | 1202 |
| 1224 | BPH | A | 1210 |
| 1235 | BDE | B | 1224 |
| 1237 | BPH | B | 1224 |
| 1243 | BDE | A | 1206 |
| 1252 | BPS | T | 1238 |
| 1256 | BFS | J* | 1235 |
| 1303 | BPS | T | 1254 |
| 1317 | BPS | J | 1308 |
| 1329 | BPS | J | 1320 |
| 1339 | BFS | FL | 1318 |
| 1352 | BPS | A | 1336 |
| 1403 | BPS | B | 1354 |
| 1421 | BPH | T | 1408 |
| 1438 | BPH | J | 1424 |
| 1639 | BFS | A/B* | 1617 |
| 1723 | BFS | T* | 1702 |
| 1724 | BPH | A | 1710 |
| 1737 | BPH | B | 1724 |
| 1756 | BFS | J* | 1735 |
| 1839 | BFS | FL | 1818 |

1951
2007

BPH
BPH

T
J

1938
1954

TOTAL CARTS DURING PERIOD 48

ARRIVAL SCHEDULE
DESTINATION 6PT
TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 555 | BPH | A | 542 |
| 609 | BPH | B | 556 |
| 621 | BDE | T | 610 |
| 637 | BDE | T | 626 |
| 644 | BFS | A* | 623 |
| 649 | BDE | J | 638 |
| 700 | BDE | J | 648 |
| 713 | BDE | A | 702 |
| 728 | BFS | B* | 707 |
| 730 | BDE | B | 718 |
| 752 | BLN | T | 740 |
| 802 | BFS | T* | 741 |
| 807 | BLN | T | 756 |
| 820 | BLN | J | 808 |
| 821 | BFS | J* | 759 |
| 827 | BLN | J | 818 |
| 842 | BFS | FL | 820 |
| 851 | BLN | A | 832 |
| 858 | BLN | B | 848 |
| 923 | BPH | T | 910 |
| 946 | BPH | J | 932 |
| 1123 | BDE | T | 1110 |
| 1137 | BDE | T | 1126 |
| 1144 | BFS | A* | 1123 |
| 1152 | BDE | J | 1140 |
| 1204 | BDE | J | 1152 |
| 1226 | BPH | A | 1212 |
| 1229 | BFS | B* | 1207 |
| 1237 | BDE | B | 1226 |
| 1240 | BPH | B | 1226 |
| 1246 | BDE | A | 1208 |
| 1249 | BPS | T | 1240 |
| 1302 | BFS | T* | 1241 |
| 1305 | BPS | T | 1256 |
| 1320 | BFS | J* | 1259 |
| 1323 | BPS | J | 1310 |
| 1331 | BPS | J | 1322 |
| 1341 | BFS | FL | 1320 |
| 1347 | BPS | A | 1338 |
| 1405 | BPS | B | 1356 |
| 1424 | BPH | T | 1410 |
| 1440 | BPH | J | 1426 |
| 1644 | BFS | A* | 1623 |
| 1725 | BPH | A | 1712 |
| 1729 | BFS | B* | 1707 |
| 1740 | BPH | B | 1726 |

| | | | |
|------|-----|----|------|
| 1802 | BFS | T* | 1741 |
| 1820 | BFS | J* | 1759 |
| 1841 | BFS | FL | 1820 |
| 1953 | BPH | T | 1940 |
| 2009 | BPH | J | 1956 |

TOTAL CARTS DURING PERIOD 51

ARRIVAL SCHEDULE
 DESTINATION 7PT
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 543 | BPH | A | 530 |
| 557 | BPH | B | 544 |
| 623 | BDE | T | 612 |
| 640 | BDE | T | 628 |
| 651 | BFS | A* | 629 |
| 652 | BDE | J | 640 |
| 702 | BDE | J | 650 |
| 715 | BDE | A | 704 |
| 731 | BDE | B | 720 |
| 733 | BFS | B* | 712 |
| 755 | BLN | T | 742 |
| 809 | BFS | T* | 747 |
| 810 | BLN | T | 758 |
| 823 | BLN | J | 810 |
| 826 | BFS | J* | 805 |
| 834 | BLN | J | 820 |
| 843 | BLN | A | 834 |
| 843 | BFS | FL | 822 |
| 900 | BLN | B | 850 |
| 926 | BPH | T | 912 |
| 949 | BPH | J | 934 |
| 1126 | BDE | T | 1112 |
| 1140 | BDE | T | 1128 |
| 1150 | BFS | A* | 1129 |
| 1154 | BDE | J | 1142 |
| 1206 | BDE | J | 1154 |
| 1214 | BPH | A | 1200 |
| 1221 | BDE | A | 1210 |
| 1227 | BPH | B | 1214 |
| 1234 | BFS | B* | 1212 |
| 1239 | BDE | B | 1228 |
| 1251 | BPS | T | 1242 |
| 1308 | BFS | T* | 1247 |
| 1311 | BPS | T | 1258 |
| 1321 | BPS | J | 1312 |
| 1326 | BFS | J* | 1305 |
| 1334 | BPS | J | 1324 |
| 1343 | BFS | FL | 1322 |
| 1349 | BPS | A | 1340 |
| 1407 | BPS | B | 1358 |
| 1425 | BPH | T | 1412 |
| 1442 | BPH | J | 1428 |
| 1650 | BFS | A* | 1629 |
| 1713 | BPH | A | 1700 |
| 1727 | BPH | B | 1714 |
| 1733 | BFS | B* | 1712 |

| | | | |
|------|-----|----|------|
| 1808 | BFS | T* | 1747 |
| 1826 | BFS | J* | 1805 |
| 1843 | BFS | FL | 1822 |
| 1955 | BPH | T | 1942 |
| 2011 | BPH | J | 1958 |

TOTAL CARTS DURING PERIOD 51

ARRIVAL SCHEDULE
DESTINATION 8PT
TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 545 | BPH | A | 532 |
| 559 | BPH | B | 546 |
| 626 | BDE | T | 614 |
| 642 | BDE | T | 630 |
| 654 | BDE | J | 642 |
| 655 | BFS | A/B* | 634 |
| 705 | BDE | J | 652 |
| 718 | BDE | A | 706 |
| 735 | BDE | B | 722 |
| 738 | BFS | T/J* | 717 |
| 758 | BLN | T | 744 |
| 812 | BLN | T | 800 |
| 824 | BLN | J | 812 |
| 839 | BLN | J | 822 |
| 845 | BFS | FL | 824 |
| 845 | BLN | A | 836 |
| 901 | BLN | B | 852 |
| 927 | BPH | T | 914 |
| 950 | BPH | J | 936 |
| 1128 | BDE | T | 1114 |
| 1142 | BDE | T | 1130 |
| 1155 | BFS | A/B* | 1134 |
| 1157 | BDE | J | 1144 |
| 1207 | BDE | J | 1156 |
| 1216 | BPH | A | 1202 |
| 1223 | BDE | A | 1212 |
| 1230 | BPH | B | 1216 |
| 1239 | BFS | T/J* | 1217 |
| 1241 | BDE | B | 1230 |
| 1257 | BPS | T | 1244 |
| 1309 | BPS | T | 1300 |
| 1323 | BPS | J | 1314 |
| 1335 | BPS | J | 1326 |
| 1345 | BFS | FL | 1324 |
| 1353 | BPS | A | 1342 |
| 1409 | BPS | B | 1400 |
| 1428 | BPH | T | 1414 |
| 1444 | BPH | J | 1430 |
| 1655 | BFS | A/B* | 1634 |
| 1715 | BPH | A | 1702 |
| 1730 | BPH | B | 1716 |
| 1739 | BFS | T/J* | 1717 |
| 1845 | BFS | FL | 1824 |
| 1957 | BPH | T | 1944 |
| 2013 | BPH | J | 2000 |

TOTAL CARTS DURING PERIOD 45

ARRIVAL SCHEDULE
 DESTINATION 9PT
 TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 547 | BPH | A | 534 |
| 601 | BPH | B | 548 |
| 657 | BDE | J | 644 |
| 703 | BFS | A/B* | 642 |
| 706 | BDE | J | 654 |
| 720 | BDE | A | 708 |
| 736 | BDE | B | 724 |
| 744 | BFS | J* | 723 |
| 823 | BLN | J | 814 |
| 846 | BLN | J | 824 |
| 848 | BFS | FL | 826 |
| 853 | BLN | A | 838 |
| 903 | BLN | B | 854 |
| 952 | BPH | J | 938 |
| 1158 | BDE | J | 1146 |
| 1203 | BFS | A/B* | 1142 |
| 1210 | BDE | J | 1158 |
| 1219 | BPH | A | 1204 |
| 1225 | BDE | A | 1214 |
| 1232 | BPH | B | 1218 |
| 1245 | BFS | J* | 1223 |
| 1248 | BDE | B | 1232 |
| 1330 | BPS | J | 1316 |
| 1347 | BFS | FL | 1326 |
| 1349 | BPS | J | 1328 |
| 1355 | BPS | A | 1344 |
| 1411 | BPS | B | 1402 |
| 1446 | BPH | J | 1432 |
| 1703 | BFS | A/B* | 1642 |
| 1718 | BPH | A | 1704 |
| 1732 | BPH | B | 1718 |
| 1744 | BFS | J* | 1723 |
| 1847 | BFS | FL | 1826 |
| 2015 | BPH | J | 2002 |

TOTAL CARTS DURING PERIOD 34

ARRIVAL SCHEDULE
DESTINATION 20R
TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 503 | BCH | ---* | 500 |
| 504 | BCH | ---* | 501 |
| 506 | BCH | ---* | 502 |
| 507 | BCH | ---* | 503 |
| 508 | BCH | ---* | 504 |
| 510 | BCH | ---* | 506 |
| 511 | BCH | ---* | 507 |
| 512 | BCH | ---* | 508 |
| 513 | BCH | ---* | 510 |
| 515 | BCH | ---* | 511 |
| 516 | BCH | ---* | 505 |
| 517 | BCH | ---* | 513 |
| 518 | BCH | ---* | 515 |
| 520 | BCH | ---* | 509 |
| 521 | BCH | ---* | 517 |
| 522 | BCH | ---* | 518 |
| 523 | BCH | ---* | 516 |
| 525 | BCH | ---* | 514 |
| 526 | BCH | ---* | 512 |
| 529 | BCH | ---* | 519 |
| 748 | BDE | --- | 740 |
| 804 | BDE | --- | 756 |
| 918 | BLN | --- | 910 |
| 925 | BPH | --- | 924 |
| 934 | BLN | --- | 926 |
| 1419 | BPH | --- | 1418 |
| 1949 | BPH | --- | 1948 |

TOTAL CARTS DURING PERIOD 27

ARRIVAL SCHEDULE
DESTINATION 2IC
TIME PERIOD: 500 TO 2200

| ARRIVAL TIME | SOURCE | WING | DISPATCH TIME |
|--------------|--------|------|---------------|
| 709 | BFS | --- | 648 |
| 739 | BDE | --- | 734 |
| 807 | BDE | --- | 802 |
| 831 | BFS | --- | 810 |
| 909 | BLN | --- | 904 |
| 935 | BPH | --- | 922 |
| 937 | BLN | --- | 932 |
| 1209 | BFS | ---* | 1148 |
| 1245 | BDE | --- | 1240 |
| 1251 | BDE | --- | 1246 |
| 1332 | BFS | --- | 1310 |
| 1415 | BPS | --- | 1410 |
| 1421 | BPS | --- | 1416 |
| 1429 | BPH | --- | 1416 |
| 1708 | BFS | ---* | 1648 |
| 1830 | BFS | --- | 1810 |
| 1959 | BPH | --- | 1946 |

TOTAL CARTS DURING PERIOD 17

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| 7. AUTHOR(s) John J. Crawford and Roberta G. Carlisle | | 6. PERFORMING ORG. REPORT NUMBER HSSEDN 79-3 |
| 9. PERFORMING ORGANIZATION NAME AND ADDRESS Analytic Services Inc. 400 Army-Navy Drive Arlington, Virginia 22202 | | 8. CONTRACT OR GRANT NUMBER(s) F49620-77-C-0025 |
| 11. CONTROLLING OFFICE NAME AND ADDRESS AFMSC/SGSE Brooks AFB San Antonio, Texas 78235 | | 10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS -- |
| 14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office) | | 12. REPORT DATE February 1979 |
| | | 13. NUMBER OF PAGES 124 |
| | | 15. SECURITY CLASS. (of this report) UNCLASSIFIED |
| | | 15a. DECLASSIFICATION/ DOWNGRADING SCHEDULE -- |
| 16. DISTRIBUTION STATEMENT (of this Report) Approved for public release; distribution unlimited | | |
| 17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report) -- | | |
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| 20. ABSTRACT (Continue on reverse side if necessary and identify by block number) This report presents a schedule for use of an automatic cart transportation system that will be installed at the Wilford Hall Medical Center, Lackland AFB. The system will use powered and gravity-feed overhead rails and lifts to automatically distribute carts carrying food and medical materiel throughout the hospital. A schedule of cart dispatches was developed to meet user-specific requirements by means of a computer simulation model. Results of the scheduling/simulation effort show that the system resources | | |

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20. ABSTRACT (Continued)

are adequate to meet user requirements with some excess capacity. The report presents schedules of cart dispatches and arrivals as well as workload summaries and statistics on utilization of system resources.

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